

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 29.]

SATURDAY, JULY 20, 1867.

[WHOLE No. 1,681, Vol. XL.

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York, Saturday, July 20, 1867.

### THE SAMPSON CAR WHEEL.

It is Tested by the New York Central Railroad Company, and found to be a decided success.

On the 12th inst., an excursion took place over the New York Central Railroad, that part of it running from Troy to Schenectady, for the purpose of testing the merits of a new and most important invention in the matter of car wheels, by Mr. Elnathan Sampson, of Lansingburgh, Rensselaer County, New York, and of which Mr. Sampson, Hon. Marcus P. Norton and Edwin Chamberlin, Esq., of Troy, are the owners. The new and improved wheels were attached to two cars, one a passenger and one a baggage car, both of which were filled by a large number of prominent railroad and other gentlemen interested in important inventions. Among these our reporter noticed Hon. John L. Flagg, Mayor of Troy; Hon. Uri Gilbert, ex-Mayor of Troy, and of the famed railroad car building firm at Troy, New York. Hon. Samuel Cheever, Waterford, N. Y.; Hon. George S. Deffendorf, Baltimore, Md.; Hon. Marcus P. Norton, Troy, N. Y.; Maj-Gen. Joseph B. Carr,

Troy, N. Y.; Wm. Kemp, President Board of Education, Troy, N. Y.; Hon. Samuel Gleason, County Treasurer; Rev. J. N. Parker, Troy, N. Y.; Wm. D. Davis, Troy, N. Y.; Col. LeGrand Benedict, Asst. Adj. Gen. Troy, N. Y.; I. M. Gregory, Esq., Troy, N. Y.; J. G. Runkle, Esq., Troy, N. Y.; Hon. Thomas Symonds, Troy, N. Y.; James Morrison, Jr., Troy, N. Y.; Austin A. Yates, Schenectady Star, N. Y.; G. Y. Van Deoghat, Esq., Schenectady, N. Y.; Capt. L. H. Tupper, Troy, N. Y., and formerly Superintendent of Rensselaer and Saratoga Railroad; Willis Humiston, Esq., Troy, N. Y.; His Honor, Mayor of Schenectady; the Rev. Laurens P. Hickock, D. D., LL.D., President Union College; Willard O. Carpenter, Esq., Editor of the Waterford Sentinel; Charles D. Kelum, Esq.; J. F. File, Esq.; M. Burgess of the Rensselaer Institute, Dr. John Knowlson; Thomas Hurley, Esq., of the Troy Whig; Henry Stanley Esq.; Mr. R. H. Hyde; Samuel Ingalls, Esq.; William H. Young, Esq., the Book Publisher; Jonas S. Heartt, Esq., of the firm of Jonas S. Heartt & Co., manufacturers of railroad car wheels, and who have obtained license to manufacture this wheel; S. L. Wood, Master Mechanic N. Y. Central R. R.; Foster Church, Master Mechanic Troy and Boston R. R. Co.; B. Smith, Esq., of the New York Central R. R., and a large number of others. This invention which is destined to wholly revolutionize for the better the rotary power and character of railway rolling stock and incidental machinery, consists in the conical and lateral tread, combined with the flange of the wheel, the design of which is in passing the curve of the track the outer wheel shall pass over the outer rail in the same time that the inner wheel passes over the inner rail obviating any sliding of the outer wheel, thereby preventing the twisting of the axle, straining of the journal bearings and boxes of the axle, straining of the wheel and the usual wearing and tearing of the rail. In short this invention absolutely relieves all friction not incident to an air line track. Cars containing or moving upon this wheel will pass all curves in the road with as much ease and with the same friction as upon an air line track, so that no more power is required to move heavy freight or passenger trains upon and over railway curves than upon a straight or air line track. This being the

case, there must of course be a great economy in fuel and oil, no less than in the general wear and tear of the locomotive engine and entire running gear or machinery. Prominent railway and practical men upon the excursion carefully estimated that quite or nearly one-third of the power was saved in moving heavy trains over or upon curves. Hence it is manifest that the railroad rails will wear a greater length of time (especially those which form the curve) than has hitherto been the case with the ordinary wheel now in use. Upon actual trial it is found that this wheel will adjust the truck of cars to the condition of the track at the time and over which it is passing.

Another great point of public interest in the invention is that by the use of the improved wheel there is far less liability of the cars being thrown from the track. Indeed there is great additional security against the cars being thrown from the track while passing rail joints, curves, or over any irregularities in the rails of the track. Then again there is much less lateral motion to the cars in passing over any portion of the track than by the ordinary wheel now in use. In the new wheel the lateral motion against the rail is scarcely perceptible, and is calculated to draw one-third more around a curve. The tread of the wheel is so constructed as to increase its diameter, thus adapting itself to the curves over which it passes. The late excursion train on its return trip ran a distance of twenty-two miles in twenty-seven minutes and thirty seconds, as gaged by L. H. Tupper, of Troy, and formerly Superintendent of the Rensselaer and Saratoga Railroad, and did not once touch the guiding flange in the whole distance of forty-six miles going and coming; and it is well known that the branch connection of the New York Central Railroad running between Troy and Schenectady is the most crooked piece of road to be found anywhere in the United States.

In every point the test trials of this wheel have been most eminently successful, and have elicited the highest encomiums of railroad men, who freely acknowledge that the improvement is a most substantial, practical, and useful one. It is admitted that this wheel overcomes two hitherto most important disiderata in the locomotion of trains—namely, immense saving of wear and tear

to gearing and machinery and track rails, as well as developing far greater security to life and limb, in virtue of the cone keeping the tread of the wheel more securely to the track. The invention is, we understand, to be immediately adopted by several leading railway corporations, and as the public become more and more familiar with its great usefulness, we cannot doubt it will find universal public acceptance and practical use.

#### Ogdensburg & Lake Champlain Railroad.

The earnings of this road for the fiscal year ending March 31, 1867, were:

From freight .....	\$680,075 48
" passengers .....	168,040 31
" U. S. mails .....	10,710 00
" express .....	4,916 67
" rents .....	7,139 84
" use of engines .....	1,102 40

\$871,984 70

#### Expenses, viz:

Repairs of road .....	\$103,379 65
" structures .....	16,629 86
" bridges .....	13,490 80
" engines .....	30,546 74
" cars .....	34,027 72
" tools, etc. ....	7,833 69
" docks .....	3,712 68
Renewal of iron rails .....	47,660 09
Office expenses .....	6,488 82
Agents and clerks .....	32,504 56
Labor, handling freight .....	31,879 27
Porters, watch and switchmen .....	21,087 51
Wood and water station attendance .....	5,711 30
Conductors, etc. ....	32,202 56
Enginemen and firemen .....	27,445 11
Fuel .....	71,946 13
Oil and waste .....	12,586 96
Loss and damage .....	7,580 55
General superintendence .....	6,093 40
Contingencies .....	10,443 04
Taxes, including internal revenue .....	44,406 37
Insurance .....	2,555 74
Incidental expenses .....	30,072 34

600,284 89

Net earnings .....	\$271,699 81
Add balance on hand, April 1, 1866 .....	102,445 22

\$374,145 03

#### From which has been paid:

Interest on 1st mort. bonds .....	\$96,708 50
One dividend of 3 per cent. on common stock .....	89,400 00
Do. of 4 per cent. on preferred stock .....	14,968 80

201,077 30

Balance on hand March 31, 1867 .... \$173,067 73

The gross earnings for the year ending March 31, 1866, were \$803,797 95; and the expenses \$625,842 11—leaving the net earnings \$177,955 84. The earnings of the past year, therefore, shows an increase of \$68,186 75; with a decrease in expenses of \$25,557 22—making the increase in net earnings, \$93,743 97. The report says:

A comparison with the business of previous years, shows a still more marked and decided improvement.

During the past year, there have been placed on the track 60,000 ties. Eleven and a half miles of new iron has been laid, and twenty-two miles of iron has been taken up and repaired in the blacksmith shops.

A new bridge has been built at Madrid, and extensive repairs have been made to other bridges on the line of the road; and in addition to these large outlays may be added sums paid for personal injuries, and damage of engines and cars, amounting to about ten thousand dollars, as the

result of the collision at Rouse's Point in January last.

The rates for through traffic the past year have been higher than usual; and from the small amount of grain awaiting shipment at the West, and the present low rates for carrying, it may be expected that this item of earnings for the next few months (or until the next crop comes in) will be less than last year; but as an offset to this, we shall have a large increase of local traffic; this branch of our business is rapidly increasing; all along the line of the road new stations are being located, steam saw mills, iron foundries and manufactories are being erected, and the time is not far distant when our local business, alone, will furnish dividends to the stockholders.

From one of these new stations, which has given us no business whatever, we shall receive now from ten to twelve carloads per day, and our rolling stock the coming season will be taxed to its utmost capacity to do all of this business which will probably offer.

In reference to our future earnings it must be borne in mind that while the war and an inflated currency have added from fifty to one hundred per cent. to the prices of labor and material, the same causes have produced no such effect on the rates for railroad traffic, either passenger or freight, and while the resources of the road are developing, and its earnings increasing year by year, it is fair to expect that the time is coming when the expenses will be materially lessened, by a reduction in prices, both of labor and stock; and it is to this reduction of running expenses, with the steady increase of local traffic, in connection with a large and profitable business to interior points in New England, that we look for a regular and legitimate increase of our net earnings; for this we have no competition, and fair rates can always be maintained; while for the through business we have as competitors five powerful lines of railway, and the rates at which they are now carrying this freight is at an absolute loss.

The directors have adopted a policy to refuse all business that does not pay a profit—the only policy that will bring dividends to the stockholders, and enable them at the same time to keep the road and equipment in good condition.

Since the first of April, 1866, the directors have issued, of the preferred stock, 6,412 shares, amounting to \$641,200; of this sum, there has been issued in exchange for first mortgage bonds, \$237,800; and the balance, \$403,400, has been appropriated to pay the expenses incurred in obtaining possession of the road, for new engines and cars, the new depot at Malone, and on the new elevator, now in process of erection at Ogdensburg.

The facilities for receiving and storing grain from the West, at Ogdensburg, have hitherto been entirely inadequate to the necessities of our business, and the directors in August last voted to erect an elevator capable of storing from five to six hundred thousand bushels of grain; the cost, about one hundred and fifty thousand dollars, to be taken from proceeds of the preferred stock.

Our present capacity for storing grain is about two hundred and fifty thousand bushels, which is raised by a floating elevator; the new elevator will store more than double this quantity of grain; and discharge three times the number of cargoes, daily.

The detention of vessels arriving at Ogdensburg, on account of our inability to discharge them, has been a serious drawback upon our business; hereafter there will be no complaint from that source, and the port of Ogdensburg will present as good attractions to shippers, as Buffalo, Oswego, or any of the Lake ports.

The new elevator will, therefore, be a profitable source of income in itself, and at the same time add materially to the business of the road, especially by the additional storage room afforded for freight, which consignees are glad to avail themselves of, thereby adding to the hitherto small earnings of the winter months.

The track is in good condition, and will require only the average renewal of rails the coming year.

The stockholders will expect some allusion to be made to the suit that has been instituted by certain parties claiming to be "The Northern Railroad Company"—a so-called corporation which has no legal existence. It is sufficient to say that the directors attach no importance whatever to this suit; our title to the road, franchise, and all the property appertaining to it, is clear, and beyond all question, and all apprehensions on this subject may be dismissed from the minds of every stockholder.

Great care and vigilance is exercised in keeping the bridges in a safe condition; four or five small bridges will have to be rebuilt, involving an expense of two thousand dollars; and the bridge at Rouse's Point will require an expenditure in the course of the next year of about four thousand dollars.

The bridge over Salmon River, at the village of Malone, is in an excellent state of preservation, and will require but trifling repairs; but it is nevertheless a source of great anxiety to the board, from its contiguity to stables and other wooden buildings, rendering it very liable to destruction by fire—an occurrence which would interrupt our business from twenty to thirty days. The span of this bridge is 163 feet; and in case of its destruction, no temporary structure could be thrown across the river.

The directors have had surveys made and find that by an expenditure of three or four thousand dollars, two additional piers can be built, which would make its rebuilding comparatively easy, and an interruption to our business of not more than twenty-four hours the result of its destruction.

\$237,800 of the 1st mortgage bonds have been exchanged for preferred stock, leaving \$1,257,100 outstanding, which mature in July, 1869.

Of the 2d mortgage bonds, \$2,979,500 have been converted into common stock, leaving outstanding \$97,500.

The equipment of the road consists of 29 locomotives, 16 passenger, 8 baggage, and 480 freight cars.

#### TRIAL BALANCE, MARCH 31, 1867.

Cost of road .....	\$4,571,900 00
Old iron rails .....	10,000 00
Fuel .....	39,054 37
Sundry accounts .....	9,754 25
Bills receivable .....	51,000 00
Old iron .....	3,794 85
Bridge materials .....	3,960 09
Disbursements of proceeds of preferred stock .....	424,148 52
Materials in repair shop .....	39,961 62
Oil and waste .....	952 59
Cash .....	13,187 01

\$5,167,663 30

Capital stock, common .....	\$2,979,500 00
Preferred stock issued for equipment, elevator, and other purposes .....	403,400 00
Preferred stock issued in exchange for 1st mortgage bonds .....	237,800 00
1st mortgage bonds .....	1,257,100 00
2d " .....	97,500 00
Coupons past due .....	5,569 00
Bills payable .....	10,000 00
Sundry accounts .....	3,726 57
Net earnings .....	173,067 73

\$5,167,663 30

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunsnewell, Thomas Upham, J. D. Farnsworth, E. T. Farrington, Arthur Williams, William C. Brown, Samuel M. Felton, Calvin T. Hulburt, and Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Superintendent.—DEWITT C. BROWN.



**South Carolina Railroad.**

The earnings and expense account of the South Carolina Railroad Company for the year ending December 31, 1866, gives the following results:

Income from passengers.....	\$413,372 53
“ from freight.....	877,416 79
“ from mails.....	20,349 20
“ from other sources.....	1,000 00

Total.....	\$1,312,738 52
Salaries & contingencies.....	\$15,919 28
Transportation.....	887,866 73
Machinery.....	152,271 48
Roadway.....	123,399 46

Earnings less operating cost.....	\$633,281 57
Interest—sterling.....	\$126,006 81
“ —domestic.....	98,674 65

Damages.....	\$16,818 56
Stock killed.....	1,560 50
Sundries.....	2,389 39
	20,768 45
	245,449 91

Balance to credit.....\$387,831 66

The rolling stock at the commencement and close of the year compare as follows:

	Dec. 31, 1865.	Con- demned.	Dec. 31, 1866.	Added.	Dec. 31, 1866.
Locomotives.....	44	7	10	47	
Passenger and mail cars.....	28	4	10	34	
Freight cars.....	252	14	102	343	

The distances run by engines with trains, was 304,122 miles; the number of passengers carried was 109,711.

As a matter of interest rather than importance, we give the following table, showing the course of business on the road for 1860-'66, a period covering the war, and the year before and after:

	Passengers Carried.	Gross Earnings.	Divi- d'd.
		Freight.	Other.
1860.....	164,200	\$461,084	\$998,673
1861.....	209,750	514,761	590,552
1862.....	351,095	986,758	807,833
1863.....	442,305	1,525,644	1,355,571
1864.....	416,850	2,445,052	3,578,806
1865.....	93,528	465,559	1,128,806
1866.....	109,711	413,972	877,417

The dividends were paid on \$5,819,275 capital. It will be seen that the receipts of the road in 1866, were in the aggregate about an eighth less than in 1860. The real business transacted, however, was scarcely a third of its ordinary amount before the war. The following table giving the receipts of produce by the road at Charleston illustrates the latter assertion:

	Cotton bales.	Flour barrels.	Grain bush.	Naval stores.	Mdze. bales.	Live stock.
1860.....	314,619	23,216	36,179	54,459	12,853	15,213
1861.....	120,973	32,840	75,488	9,161	5,459	12,257
1862.....	24,884	49,710	259,328	1,149	1,006	8,475
1863.....	48,145	28,508	374,725	214	1,175	8,458
1864.....	10,315	26,065	287,204	1,244	6,201	381
1865.....	35,636	7,424	1,233	5,523	381	
1866.....	94,097	2,495	20,293	10,923	5,150	4,103

The year 1865 was broken in February by Sherman's march through the State, nor was business resumed until June 19, when the road was given up by the military authorities.

With regard to the damages from military operations we said all that is necessary in our notice of the company's report for 1865. This will be found in the JOURNAL of April 21, p. 370. The total damage was estimated at \$1,629,114 64. The amounts paid on restoration account were—in 1865, \$335,781 18, and in 1866, \$368,537 17, or a total of \$704,318 35.

The total financial results of the operations of

the company, as shown in the income account for 1866, were as follows:

Income from road.....	\$1,312,738 52
Increase in balance of indebtedness.....	188,559 25

Total income.....	\$1,501,297 77
Current expenses.....	\$924,906 86
Restoration of property.....	368,537 17
Locomotives.....	\$101,004 55
Cars.....	71,530 21
Tools.....	12,275 54

Materials.....	33,983 69
Engines and cars con- demned, $\frac{2}{3}$ worthless.....	35,706 68

Less materials recovered.....	\$69,690 37
	46,646 93

Total disbursements.....\$1,501,297 77  
The property account of the company at the close of the years 1865 and 1866, compares as follows:

	1865.	1866.
Capital stock.....	\$5,819,275 00	\$5,819,275 00
Bonds—sterling.....	2,000,000 00	2,286,111 42
“ —domestic.....	1,071,000 00	1,248,687 50
Certificates, notes, &c.....	1,791 00	19,571 00
Bills payable.....	44,822 30	269,273 96
Coupons—sterling.....	362,166 97	78,729 08
“ —domestic.....	133,632 50	79,917 50
Pay rolls.....	1,899 70	17,148 84
Transient creditors.....	167,484 95	170,559 38
Net income from June 19, 1865.....	196,985 00	549,109 98

Total.....\$9,798,557 42 \$10,538,383 61  
Against which are charged the following, viz:

Road, track, structures, &c.....	\$6,450,388 91	\$6,462,664 45
Lands.....	428,879 43	428,879 43
Cars.....	149,100 00	220,630 21
Locomotives.....	317,308 63	418,313 18
Machinery and tools.....	197,418 10	154,268 32
Supply of materials, &c.....	69,882 17	103,865 86
Commissary stores.....	1,425 73	1,397 77
Invoices to arrive.....	21,088 25	17,619 06
Restoration of property.....	335,781 18	704,318 35
Loss of property.....	1,316,018 84	1,316,018 84
Bonds and bills receivable.....	28,240 93	25,687 48
Cash.....	104,393 72	124,199 48
Agents.....	12,530 26	99,041 53
Open accounts.....	20,344 35	20,344 35
Stocks of other companies.....	279,062 50	279,062 50
Transient debtors.....	66,694 42	141,723 60
Post Office Dept.....	.....	20,349 20

Total.....\$9,798,557 42 \$10,538,383 61

The funding of the matured debt and past due coupons has been arranged satisfactorily, and most of the liabilities of the company on these accounts have been converted into new bonds.

The sterling bond account reads as follows:

Bonds payable in London, Jan. 1, '66.....	£374,500 00
Four years interest on £234,000 to July 1, 1866.....	46,800 00
Four years and a half on £140,500 to July 1, 1866.....	31,612 10

Total London debt (\$2,012,944 46).....£452,912 10

Bonds payable in Charleston, Jan. 1, 1866.....	\$51,000 00
Interest to July 1, 1866.....	10,462 12

Total Charleston debt (\$273,166 96).....£61,462 12

Total foreign and domestic (\$2,286,111 42).....	£514,374 22
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The interest on the renewed debt is to be at the same rate as it was upon the original debt, viz., 5 per cent. per annum, payable semi-annually (January and July,) in London and Charleston as above indicated. Payments on account of the principal of the debt are to be made semi-annually, commencing January 1, 1871, in the manner following—2 per cent. semi-annually for five years, and 4 per cent. semi-annually for ten years. At this rate the sterling debt will be entirely extinguished by July 1, 1885.

The domestic funded debt as it stood on the 31st December, 1865 and 1866, compares as follows:

	1865.	1866.
Past due bonds and interest.....	\$234,000	\$133,687
6 per cent. bonds due Jan., '68.....	101,000	101,000
“ “ “ “ Oct., '68.....	86,000	86,000
7 per ct. bonds due April, '69.....	100,000	124,500
“ “ “ “ “ '70.....	100,000	110,500
“ “ “ “ “ '71.....	100,000	114,000
“ “ “ “ “ '72.....	100,000	114,000
6 per cent. bonds due Jan., '73.....	125,000	125,000
“ “ “ “ “ '74.....	125,000	159,500
7 per cent. bonds due April 1888-'91.....	.....	180,500

Total domestic funded debt.....\$1,071,000 \$1,248,687

President.—W. J. MAGRATH.

Directors.—James Rose, Alfred Huger, C. M. Farman, W. C. Dukes, T. B. Clarkson, Henry Gourdin, G. A. Trenholm, W. J. Magrath, J. S. Preston, L. J. Patterson, B. H. Rice, C. T. Mitchell, A. Simonds, W. M. Shannon, John Hanchel.

Gen'l Superintendent.—H. T. PRAKE.

Auditor.—J. R. EMERY.

**Erection of Steel Works.**

The citizens of Schuylkill County, Penna., have under consideration the erection of steel works in that county, and a meeting in furtherance of the project was held in Schuylkill Haven on the 9th inst. It was stated that “\$160,000 had already been subscribed, and that as soon as the required amount, \$250,000, was subscribed, a meeting would be called, the company organized, a site selected, and the erection of the works commenced; that the Bessemer process of manufacturing steel was no longer an experiment, but a success, and those persons who early invested in the project would be liberally remunerated; that it had been proven by practical experiment, that by melting iron in a cupola depreciated its value, and by melting in a reverberatory furnace enhanced its value.”

The *Miners' Journal* says there seems to be no doubt that all the money required for these works will be subscribed; and that “as steel must inevitably, take the place of iron rails, and the demand will rapidly increase for them, on the score of durability and economy, those who earliest enter the field of this new industrial branch of business, will realize the richest returns for their judicious investments.”

**Milford Branch Railroad.**

The Milford correspondent of the Worcester *Spy* says: “The Branch Railroad will in a few days be commenced, the Hartford and Erie corporation having made a generous and acceptable offer to run the branch, giving the town and other stockholders ample and satisfactory terms. In a few months Milford will be connected with one of the best thoroughfares in the country—connecting us with Providence, New York and the great West.”

**New York Central Railroad.—The Athens Route.**

The directors of the New York Central Railroad Company, at their late session, resolved to issue stock of the company to the holders of the stock of the Athens and Schenectady line, so as to absorb that line in the Central. This will add two millions to the capital stock of the Central Co.

The transaction was effected under an act passed by the last legislature of this State; which act is a literal transcript of the law passed in 1855 (chap. 303 of laws of that year), under which the Buffalo and Niagara Railroad Company was incorporated into the Central.

It provides, in general terms, that a railroad corporation, the lessee of another railroad corporation, may issue new stock of its own in exchange for the stock of the leased road; and such transfer shall make the directors of the one road ex-officio directors of the other; and the whole property, direction and franchise shall pass with the transfer of stock.

The bill was introduced in order to serve the necessities of the Rensselaer and Saratoga Railroad Company which sought to consolidate one of the leased branches. As first reported, the Central Company and the Erie, and one or two other roads were excluded by name from the benefits of the act; but the clause against the Central was stricken out before its passage.

We believe the Governor hesitated to sign it for a while, lest the Central should by the indirect effect of its provisions, raise its fare above the limited two cents per mile. The Central will undoubtedly have a right to charge three cents a mile on this Athens branch, but not elsewhere on its route.

The State Line Railroad Company has taken advantage of the same act to effect a consolidation with the roads through Erie, Penn., and northern Ohio.

One effect of the consolidation of the Athens route will be to identify its late stockholders with the general interests of the Central. They can have no longer any special interests in the Cut-off. If that branch is found to be productive to the general revenues of the road they will preserve it; if not, they will cut it off. Commodore Vanderbilt, who is an owner in the Athens line to the extent of half a million of dollars, is reported to favor the taking up of the rails and the abandonment of the route.

**Central Pacific Railroad Exploring Expedition.**

The San Francisco *Mining Press* notices the arrival there of the scientific corps composing the Central Railroad Exploring Expedition, set on foot by the order of Congress, and placed under the general direction of the Secretary of War. The party consists of the following gentlemen: Chief, Clarence R. King; Topographical Assistants, James Gardner, H. Custer, Frederick A. Clarke; Geological Assistants, James D. Hague, Arnold Hague, Samuel F. Emmons; Botanist, W. W. Bailey; Zoologist, Robert Ridgway; Photographer, T. H. O'Sullivan. Mr. King is a graduate of the Sheffield (Yale College) Scientific School, and is well known on the coast as having formerly been connected with the California State Geological Survey.

The party is composed of young and energetic men; but such as are well up in their respective departments, and their outfit is full in material and excellent in character. The military authorities on the coast are instructed to extend every needed assistance to the party and the enterprise. An escort of twenty or thirty cavalry will be detailed as a protection from hostile Indians in the

desert regions to which they are going. The enterprise is one not altogether devoid of danger, and must be accompanied with the most incessant toil and exposure.

The section to be surveyed is the belt of country along which the Central Pacific Railroad will be constructed, from Virginia City to Denver—about 900 miles; the object being to ascertain its mineral and other resources. An accurate map of the country, embracing a strip of seventy-five or one hundred miles wide, will be prepared. Careful search will be made for coal, the discovery of which along the line of that road will be worth much more to the country than gold or silver. Water will also be looked after in the desert places. The agricultural character will be pretty thoroughly studied, and the flora and fauna of the country will come in for a reasonable share of attention. Three years are to be occupied in the survey, which will doubtless be extended to fully six, or until the steam horse courses, with uninterrupted track, from the Pacific to the Atlantic.

**Morris and Essex Railroad.**

The annual meeting of the stockholders of this company was held at Hoboken, N. J., on the 19th of June. The meeting was organized by the appointment of Hon. Jacob Vanatta as chairman, and the following gentlemen as Vice Presidents, viz: Rev. H. W. Hunt, Hon. P. Smith, and H. G. Darcy, Esq. Mr. Wm. Vanderpool was appointed Secretary. The minutes of the last annual meeting were read and approved, after which the Secretary proceeded to read the Annual Report of the Directors to the stockholders for the past year, as follows:

The Board of Directors beg leave to report, that during the past year, the main track of the Phillipsburg Branch has been completed, and is now in use at the permanent grade throughout its entire length, with a sufficient amount of siding to carry on the present operations of the company. A good deal of progress has also been made in taking off the slopes at the various excavations, and reducing the excavations themselves and making embankment preparatory to a second track.

Substantial passenger and freight depot buildings have been constructed at Phillipsburg. The engine house has been enlarged so as to be able to accommodate fourteen engines at a time, and other needed terminal arrangements have also been made at that point.

The connection with the Lehigh Valley Railroad by their bridge at Phillipsburg has been completed, and it is expected that similar connections will be made with other Pennsylvania roads which may issue from the Lehigh Valley.

Passenger and freight buildings have also been erected at Stewartville, and the grading for an extensive siding at that place is nearly finished.

At Washington, a commodious passenger depot building has been erected at the intersection of the road with the Delaware, Lackawanna and Western Railroad, which is used in common by the two companies. The companies have also erected a freight depot in common, and a connecting road is being constructed at their joint expense, which will establish a complete connection with that railroad. The two roads, however, having different gauges, an additional rail will be necessary to enable the cars of the one to run on the track of the other. It is presumed that the necessities of the two companies will, not long hence, require this to be done.

On the old line of road between Hackettstown and Hoboken, many improvements have been made, or are still in progress—required by the anticipated and already commencing accession of traffic from coal, iron, iron ore and other business.

At Stanhope, a reduction is being made in the grade and curves of the road; and at Milburn, a similar improvement in the line is also being effected. The latter is almost ready for use.

The double track has been extended during

the year from Roseville to Madison—a distance of sixteen miles. This improvement was imperatively demanded by the exigencies of the increasing business. A large amount of siding has also been added to other portions of the line.

At Chatham, a considerable tract of land has been procured for the purpose of arranging and dividing the coal trains, preparatory to the passage of the Summit, and the distribution of the coal to the various points of destination at Orange, Newark and Hoboken, or other places; and also as a depot for changing engines and supplying them with fuel and water. This arrangement will facilitate the business of the company, and save a large outlay for depot and siding room, which it would otherwise have required at Newark and Hoboken, where land is much more expensive, and movements of engines and long trains are much more inconvenient and difficult.

At Hoboken, the coal trestles with the approaches thereto have been completed and are now in use, and appear to answer most satisfactorily the purposes intended. Persons of practical knowledge, competent to give an intelligent opinion, pronounce the facilities afforded at Hoboken, for the delivery and shipment of coal, equal if not superior to anything of the kind in the vicinity of New York. Ships of the largest capacity can be loaded by chutes with coal from the same car which receives it at the mine in Pennsylvania.

The freight pier has been extended to its full length into the Hudson River, furnishing most ample and convenient accommodations for the delivery of heavy freight. Very large additions have also been made to the siding and track room at the Hoboken terminus.

That part of the Denville and Bloomfield Branch Railroad between Denville and Boonton, a distance of 4.75 miles, is being constructed.

The grading is ready for the superstructure, the iron is on the ground, and the road will be opened for business during the summer. It will accommodate an important section of country, and must add considerably to the revenues of the company.

The equipment of the road has also been largely increased by the purchase of sixteen new locomotives, eleven of which have cylinders eighteen by twenty-four inches, one of less power, and four tank engines used as pushers. These engines are all constructed for the use of anthracite coal, which is the cheapest and most convenient fuel.

The equipment of the road has also been increased by the addition of 12 first class passenger cars, 2 mail and baggage cars, and 214 freight cars.

In addition to these permanent improvements, the repairs of the road and equipments have been maintained in such manner that the entire property of the company may be regarded as in first rate condition.

The outlay of capital, which has been rendered necessary by the very extensive improvements that have thus been made, has of course been large.

In pursuance of the suggestions contained in the last annual report, a second mortgage for three millions of dollars was executed on the eighteenth day of July last, providing for the security of the one million and a half of convertible bonds then issued, or of such of them as should not be converted into stock, and of such additional bonds thereafter to be issued as would make the whole amount, to be secured by the mortgage, three millions of dollars. This mortgage was executed to Jacob D. Vermilye and Dudley B. Fuller, as Trustees.

The first million and a half, which had been issued, at the date of the last annual report, and which were made convertible on or before the first day of August, 1868, according to the circular appended to the said report, have all been disposed of.

The other million and a half, convertible during the same period, have been prepared, and are offered to the stockholders on the same terms as the first series. These can be procured upon application to the Treasurer of the company, within a reasonable time.



The company have yet on hand half a million of the first mortgage bonds, which, with a like amount under the second mortgage, the Directors desire to retain in the treasury to meet future wants of the company and any contingencies that may hereafter arise.

It is believed that the disposal of one million of the existing securities in hand will pay off all floating debt, and finish up the works and improvements now in progress.

In addition to the resources supplied by the first and second mortgage bonds, the Directors have availed themselves of the current earnings of the company, instead of dividing them amongst the stockholders, and have issued stock dividends instead. This has greatly relieved the treasury, and has enabled the directors to dispose of their securities to better advantage. By means of the arrangements thus detailed, the financial affairs of the company have been kept in an easy condition, free from any stringency or embarrassment.

A further supplement to the charter of the company was granted by the Legislature at its last session. By this supplement, the company is authorized to increase its capital stock to any amount, not exceeding in the whole ten millions of dollars. This supplement further authorizes the company to widen its road and change the line of the same, not departing at any point more than three miles from the present location; with liberty to retain or abandon the old line as may be deemed expedient. The act also removes all ambiguity with regard to the taxation to which the company is subject, confirming its original contract with the State to pay one-half of one per cent. on the cost of the road, in lieu of all other taxation.

These legislative provisions are equitable and just as well as valuable, both as regards the additional privileges granted, and as furnishing to the company security for the enjoyment of its previous franchises.

The entire line of the Morris and Essex Railroad, with its various branches and connections, constitutes a work of great magnitude and importance. It is clearly destined to be one of the great thoroughfares of communication between New York City and the West. It is also of vast importance to the internal improvements and local wealth of the State. To construct this great work and to stock it with the requisite equipment, has cost a large outlay of money. But the directors believe that they may confidently assert, that the money entrusted to their care has been judiciously and economically expended. The increase of prices in recent years, it is true, has much enhanced the amount. But even with this disadvantage, the cost of the work will be less than that of similar works which may be considered as competing for a portion of the business. Some of the stockholders may be disappointed, and perhaps feel disheartened, because the earnings have not kept full pace with the capital invested.

We beg leave to remind those who entertain these views, that it is really a new work which has been under construction, since the commencement of the Phillipsburg Branch; of a character entirely different from anything which was previously exhibited by the road of this company; requiring not only the construction of that branch, but almost an entire reconstruction of the old road, to adapt it to the new class of business, the transportation of coal, iron, iron ores and other products, which it was intended to introduce. Double track became necessary where it would not have been requisite before, grades had to be reduced, sidings extended, extra equipment and new accommodations of every kind provided; wharves at the Hudson, exchange accommodations at Chatham, room everywhere. And this great work, it must be remembered, has hardly begun to be put into operation. It cannot be expected, that the earnings should yet at all indicate the amount of traffic which the new Morris and Essex is to bear on its rails.

The Board feel no hesitation in expressing their

confident belief, that the day is not distant when the stockholders will meet with adequate returns for the large investments which have been, and which are yet to be made.

A new work, especially one of such extensive character as this, requires time for development, and some degree of patience in those who are interested in its success. But, situated as this line is, between two such immense sources of traffic, as the metropolis of the Union at one terminus, and the outlet of vast productive regions at the other, and when to this is added its large and growing local traffic, a favorable result is sure to arrive.

When this road was a merely local one, terminating at Hackettstown, constructed for local purposes only, it represented a capital of about three millions of dollars, and regularly paid a fair interest on the capital so invested. But the extended arrangements that have had to be made, in order to make the line a great through line, as well as to provide for increased local traffic, has put the whole work on an entirely new footing, and has opened a new era to the operations and hopes of the company.

The receipts from passengers, freight, mails, rent, etc., during the year ending December 31, 1866, were \$1,020,077 84; and the expenses for repairs, maintenance of way, motive power and contingencies, \$715,208 12—leaving a balance of \$304,869 72. During the year two semi-annual dividends were paid—one in cash, and one in cash and certificates of indebtedness, payable in stock or otherwise—amounting to \$245,000.

The equipment of the road, June 1, 1867, was as follows: 50 locomotives, 57 passenger, 2 baggage, 7 baggage and mail, 77 box freight, 16 stock, 149 platform, 38 gondola, 41 iron and ore, 11 caboose, 400 coal, 4 stock, 1 derrick, 1 wrecking, 1 locomotive truck, and 92 construction cars. Miles run by trains during the year 1866, 427,904. Number of passengers carried, 1,066,179, exclusive of commuters and those who ride free. The mileage of trains during the year ending May 31, 1867, was as follows: Passenger, 288,177; freight, 98,789; switching, 67,455; gravel, 34,337; coal, 90,126; construction, 5,380; fuel, 7,243—total, 591,507. Total cost per mile run, 39.46 cents.

The tonnage of freight during the first five months of 1867, (January to May inclusive,) was 155,712, against 48,498 tons during the corresponding period of the preceding year—an increase of 107,214 tons. The tonnage of coal during the first five months of 1867, was 71,589; of iron, 8,026; of iron ore, 14,938; of lumber, 5,405.

The receipts during the first five months of 1866 and 1867, were as follows:

	1866.	1867.
Passengers.....	\$193,051 94	\$217,366 56
Freight and sundries..	175,553 12	254,637 39
Totals.....	\$368,605 06	\$472,003 95

The total miles of track laid June 1, 1867, was 134.11—of which 84.09 was single track, 25.72 double track, and 24.30 turnouts and sidings.

Since June 1, 1866, there have been received 3,803 tons of iron rails, and 25 tons of steel rails. Of the iron rails, 1,573 tons were used for double track, and 1,705 tons for repairs and sidings, etc., leaving on hand for Boonton Branch and Main Line, 525 tons. The steel rails were used on Newark grade.

The following statement will show the financial condition of the company on the 1st day of January, 1867:

Capital stock.....	\$3,500,000 00
Funded debt.....	5,516,950 00
Floating debt.....	124,822 15
Certificates of indebtedness to stockholders for dividends payable in stock or otherwise.....	120,405 25
Suspense account.....	50,000 00
Profit and loss.....	313,252 24
	\$9,625,429 64
Cost of road.....	\$6,973,931 10
Equipment.....	2,181,110 94
Other property, fuel, material on hand, &c.....	208,699 21
Cash and bills, and accounts receivable.....	261,688 39
	\$9,625,429 64

President.—THEODORE F. RANDOLPH.

Directors.—Beach Vanderpool, Robert Hamilton, Edwin A. Stevens, Asa Packer, Theodore F. Randolph, Edward H. Wright, Aaron Robertson, Joseph P. Bradley, J. Couper Lord, Charles A. Lighthipe, George Opdyke, William W. Shippen, and Francis S. Lathrop.

Treasurer.—WILLIAM H. CONNETT.

Gen'l Superintendent.—A. P. BERTHOUD.

#### Taunton Branch Railroad.

The annual meeting of this company was held in Boston on the 8th inst. The report of the Treasurer E. Pickering, Esq., for the year ending May 31, 1867, was presented, from which we learn that the total earnings of the year were \$123,398, against \$125,757 for the previous year. The expenses of the year were \$93,243 against \$96,509 for the previous year, and the net earnings of the year were \$30,154 against \$29,248 for the year preceding. The dividends declared during the year amounted to \$21,052. Dividend per share, \$8. The property of the corporation is valued at \$294,488. A letter was read from William A. Crocker, President of the road, declining a re-election, and a vote of thanks was passed for Mr. Crocker's services in connection with the company since its first organization. The following gentlemen were then elected directors of the road for the coming year: W. Lovering, W. A. Crocker, N. H. Emmons, J. M. Beebe, T. B. Wales.

#### Pottsville Passenger Railway.

The project of building a passenger railway between Pottsville and St. Clair, via Palo Alto and Port Carbon, which was agitated about a year since, and which had progressed so far that a route had been surveyed, is again under consideration. The road will be about five miles in length, and it is thought can be built and equipped for \$125,000 or less. A meeting in regard to this matter was held in Pottsville on the 9th inst., and a committee appointed to obtain subscriptions to the capital stock. The charter gives the company the privilege of using steam, of carrying freight as well as passengers, and of going six miles with their road in any direction from Pottsville. It is proposed to use dummy engines.

The internal revenue collections in New York city, exclusive of income tax, for the fiscal year ending June 30, 1867, were \$31,351,533, against \$37,849,054 for the year ending June 30, 1866—a decrease of \$6,497,521.

The bridge of the Troy and Greenfield Railroad over Green river, which was begun in November, is completed. It is 273 feet in length and 80 feet above the water.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	1,604,148			Hannibal and St. Joseph.....	1,900,000			Rensselaer and Saratoga.....	850,000	A. & O.	Apr. '67 2
Allegheny Valley.....	1,498,400			Do. pref. 100	6,238,830			Richmond and Danville.....	2,000,000		
Alton and St. Louis.....	125,000	J. A. J. & O.	Jan. '67 14	Hanover Branch.....	50	M. & N.	M'y '67 5	Richmond and Petersburg.....	847,000		
Atlanta and West Point.....	1,232,200			Housatonic.....	820,000			Rich., Fred. and Potomac.....	1,041,800		
Atlantic & N. Carolina.....	5,545,225			Do. pref. 100	1,180,000	M. & N.	M'y '67 4	Rockport.....	88,460	J. & D.	Jun. '67 4
Atlantic & Gt. Western.....	11,622,150			Hudson River.....	6,967,971	A. & O.	Apr. '67 4	Rome, Watert. and Ognb. 100	2,385,500	J. & J.	Jul. '67 5
Do. pref. 50	1,919,000			Huntingdon & B'd Top.....	494,380			Rutland and Burlington.....	2,233,376		
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jan. '67 2	Do. pref. 50	190,750	J. & J.	Jan. '67 2	St. L., Alt. and T. Haute.....	2,800,000		
Augusta and Savannah.....	733,700	J. & J.	Jul. '67 3	Illinois Central.....	23,886,150	F. & A.	Aug. '67 5	Do. pref. 100	1,700,000	Annual.	Mar. '67 7
Baltimore and Ohio.....	16,181,962	A. & O.	Apr. '67 6	Indianapolis & Cincinnati.....	1,689,900	M. & S.	Mar. '67 4	St. L., Jack'nv. and Chic'o. 100	1,469,429		
Do. Washington Br.....	2,660,000	A. & O.	Apr. '67 6	Jeffersonv. Mad. & Ind.....	2,000,000	J. & J.	Jan. '67 1	St. Paul and Pacific.....	100		
Baltimore City Passenger.....	670,000	F. & A.	Aug. '67 3	Joliet and Chicago.....	1,500,000	J. A. J. & O.	J'n '67 1	Sandusky and Cincinnati.....	2,089,000		
Boston and Chelsea.....	110,000	A. & O.	Apr. '67 4	Joliet and North. Indiana.....	300,000	J. & J.	Jan. '67 4	Do. pref. 100	398,073	M. & N.	M'y '67 3
Boston and Chelsea.....	4,420,000	F. & A.	Feb. '67 3	Lackawanna & Bloomburg.....	1,825,000			Saratoga and Hudson R.....	1,020,000		
Belleville Delaware.....	997,172			Lehigh and Mahanoy.....	2,158,665	J. & J.	Jan. '67 6	Saratoga and Whitehall.....	500,000	A. & O.	Apr. '67 2
Berkshire.....	600,000	J. A. J. & O.	Jul. '67 14	Lehigh and Susquehanna.....	6,104,050	M. & N.	Nov. '66 5	Savannah and Charleston.....	1,000,000		
Blossburg & Corning.....	250,000	J. & D.	Dec. '66 24	Lehigh Valley.....	10,734,648	J. A. J. & O.	Jul. '67 21	Schuylkill and Susqueh'a. 50	1,289,150		
Boston, Concord & Mont. 100	459,800			Lexington & Frankfort.....	514,648	M. & N.	Nov. '66 3	Second and Third St. (Ph.) 50	203,757	J. & J.	Jul. '67 5
Do. pref. 100	1,340,400	J. & D.	Jun. '67 3	Little Miami.....	3,572,400	J. & D.	Dec. '66 4	Schuylkill Valley.....	50	J. & J.	J'n '67 24
Boston and Lowell.....	183,000	J. & D.	Jun. '67 4	Little Schuylkill.....	3,572,400	J. & D.	Dec. '66 4	Seaboard and Roanoke.....	844,200		
Boston and Maine.....	4,076,974	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.) 25	90,000			Second Avenue (N. Y.).....	650,000	A. & O.	Oct. '66
Boston and Providence.....	3,350,000	J. & J.	Jul. '67 5	Long Island.....	3,000,000	F. M. A. N.	Feb. '67 2	Shamokin V. and Potomac.....	869,450	F. & A.	F. '67 24
Boston and Worcester.....	4,650,000	J. & J.	Jul. '67 5	Louisville and Frankfort.....	1,109,594	J. & J.	Jan. '67 3	Sixth Avenue (N. Y.).....	750,000	J. A. J. & O.	
Broadway (Boston).....	325,000			Louisville and Nashville.....	6,500,000	J. & J.	Jan. '67 4	South Carolina.....	2,818,275		
Broadway & 7th Av. (N. Y.) 10	2,100,000	J. & J.	Jan. '67 5	Louisville and Nashville.....	2,900,000			South Shore.....	250,685		
Brooklyn City.....	366,000	F. & A.	Feb. '67 3	Lowell and Lawrence.....	200,000	J. & J.	Jan. '67 3	South Western, Georgia.....	3,203,400	F. & A.	Aug. '66 4
Brooklyn City & New York.....	1,000,000			Macon and Western.....	1,500,000	M. & N.	M'y '67 4	Southern Mississippi.....	1,000,000		
Buff. New York & Erie.....	860,000	J. & J.	J'n '67 34	McGregor Western.....	100			Springfield and Columbus.....	100		
Buff. New York & Erie.....	2,200,000	F. & A.	Feb. '67 5	Mahanoy & B'd Mount'n.....	921,815			Staten Island.....	328,500	J. & J.	Jan. '67 4
Camden and Amboy.....	77,500	A. & O.	Apr. '67 4	Maine Central.....	1,600,800			Syr. Bingham. and N. Y. 100	1,200,130		
Camden and Atlantic, pref. 50	6,842,200	F. & A.	Feb. '67 5	Manchester and Lawrence.....	1,000,000	M. & N.	M'y '67 3	Taunton Branch.....	260,000	J. & J.	Jul. '67 4
Cape Cod Branch.....	721,925	J. & J.	Jul. '67 34	Marietta & Cincinnati.....	2,029,778			Tennessee and Alabama.....	595,922		
Catawissa.....	1,160,000			Do. pref. 50	6,586,135	M. & S.	Sep. '66 3	Terre Haute and Indiana.....	1,883,150	J. & J.	Jul. '67 6
Catawissa, pref. 50	2,200,000	F. & A.	Apr. '67 34	Do. pref. 50	4,061,744	M. & S.	Sep. '66 3	Third Avenue (N. Y.).....	1,750,000		
Cayuga & Susquehanna.....	689,110			Memphis and Charleston.....	6,312,725	M. & S.	Mar. '62 4	Thirteenth and Fif. (Ph.) 50	1,650,000	J. & J.	Jul. '67 1
Central of Georgia.....	4,666,000	J. & J.	Jul. '67 5	Memphis and Ohio.....	670,000			Tol., Peoria and Warsaw.....	1,650,000		
Central of New Jersey.....	13,000,000	J. A. J. & O.	Jul. '67 24	Metropolitan (Boston).....	1,250,000	J. & J.	Jul. '67 6	Do. pref. 100	1,700,000		
Central Ohio, pref. 100	400,000	J. & D.	Jun. '67 3	Michigan Central.....	7,502,866	J. & J.	Jul. '67 6	Do. pref. 100	908,176		
Con. Park. N. & E. River.....	966,900			Mich. So. & North. Ind. 100	9,811,200	F. & A.	F. '65 34	Do. pref. 100	5,400,000		
Charlotte & S. Carolina.....	1,201,000			Do. guaranteed 100	787,000	F. & A.	Feb. '67 5	Tol., Wabash and West.....	1,000,000	M. & N.	M. '67 34
Chemung.....	590,000	J. A. J. & O.	Jul. '67 2	Middlesex (Boston).....	400,000			Troy and Boston.....	607,111		
Cheshire, preferred.....	2,017,825	Annual.		Milw. & Prairie du Chien.....	3,014,000	F. & A.	Feb. '67 8	Troy and Greenbush.....	274,400	J. & D.	D. '66 34
Chicago and Alton.....	3,885,643	M. & S.	Mar. '67 5	Do. pref. 100	3,982,400	Annual.	Feb. '67 8	Troy, Salem and Rut'd.....	800,000	A. & O.	Apr. '67 2
Do. pref. 100	2,425,576	M. & S.	Mar. '67 5	Milw. & St. Paul.....	3,627,000	J. & J.	Jan. '67 5	Union Transp'n (Bos.).....	200,000		
Chicago, Burl. & Quincy.....	10,193,010	A. & O.	Apr. '67 10	Do. pref. 100	3,751,000	J. & J.	Jan. '67 5	Union Pacific.....	100		
Chicago and Gt. Eastern.....	4,390,000			Mississippi Central.....	2,030,361	J. & J.	Jul. '67 4	Union Pacific (E. D.).....	100		
Chicago, Iowa & Nebras.....	1,000,000			Mobile and Ohio.....	3,585,300			Union Pacific (Cent. Br.).....	100		
Chicago and Milwaukee.....	2,227,000			Montgomery & W. Point.....	1,415,799	F. & A.	F. '67 34	Union (Phila.).....	291,475	J. & J.	Jan. '67 3
Chicago & N. Western.....	13,160,927	Annual.	Dec. '66 7	Morris and Essex.....	5,600,000	F. & A.	F. '67 34	Utica and Black River.....	834,400	J. & J.	Jan. '67 4
Do. pref. 100	12,994,719	A. & O.	Apr. '67 5	Nashua and Lowell.....	600,000	M. & N.	M'y '67 5	Vermont and Canada.....	2,250,000	J. & D.	Jun. '67 4
Chicago, R. I. & Pacific.....	9,100,000	A. & O.	Apr. '67 5	Nashua and Lowell.....	2,066,544	F. & A.	Aug. '67 5	Vermont Central.....	8,000,000		
Cin. Ham. & Dayton.....	3,129,100	A. & O.	Apr. '67 5	Naugatuck.....	1,100,000	F. & A.	Aug. '67 5	Vermont and Massachusetts.....	2,500,000	J. & J.	J'n '67 14
Cin. Richmond & Chicago.....	350,000			New Bedford & Taunton.....	500,000	J. & J.	Jul. '67 4	Vermont Valley.....	516,104		
Cin. & Indianapolis Junction.....	1,800,000			New Haven & Northampton.....	735,585			Virginia Central.....	3,353,679		
Cincinnati and Zanesville.....	1,600,250			N. Haven & Northampton.....	1,224,100	J. & J.	Jan. '67 3	Virginia and Tennessee.....	3,454,815		
Citizens Passenger (Phil.) 50	192,750	J. & J.	Jul. '67 6	New Jersey.....	5,000,000	F. & A.	Feb. '67 5	Western (Mass.).....	6,710,800	J. & J.	Jul. '67 5
Cleve., Col. & Cincinnati.....	6,000,000	F. & A.	Feb. '67 4	New London Northern.....	895,000	M. & S.	Mar. '67 4	Western Union.....	2,687,237		
Cleveland & Mahoning.....	2,044,500	M. & N.	M'y '67 4	N. O., Jackson & Gt. N. 100	4,697,457	F. & A.	Feb. '67 3	West Jersey.....	731,050	M. & N.	M'y '67 4
Cleve., Painesv. & Ashta.....	5,000,000	J. & J.	Jan. '67 5	N. O., Opel. & Gt. West'n 100	4,093,425	F. & A.	Feb. '67 3	West Philadelphia.....	1,940,100	J. & J.	Jul. '67 5
Cleveland and Pittsburgh.....	5,403,911	J. & J.	Jan. '67 6	New York Central.....	26,530,000	F. & A.	Feb. '67 3	Wilm. and Weldon.....	1,340,213		
Cleveland and Toledo.....	4,841,600	A. & O.	Apr. '67 6	New York and Harlem.....	6,285,050	J. & J.	Jul. '67 4	Wilmington and St. Peter.....	100		
Col. & Indianapolis Con.....	4,400,000	J. A. J. & O.	Apr. '67 24	Do. pref. 50	1,600,000	J. & J.	Jul. '67 4	Worcester and Nashua.....	1,141,000	J. & J.	Jul. '67 34
Columbus and Xenia.....	1,786,200	J. & J.	Jan. '67 5	New York & New Haven.....	6,000,000	J. & J.	Jul. '67 5				
Concord.....	1,500,000	M. & N.	M'y '67 5	N. Y., Provid. & Boston.....	1,755,281	J. & J.	Jan. '67 3				
Concord & Portsmouth.....	350,000	J. & J.	Jul. '67 34	Nig. Bridge & Canada.....	1,000,000	J. & J.	Jan. '67 3				
Coney Island & Brooklyn.....	600,000			Ninth Avenue.....	795,360						
Conn. & Passump. Rivers.....	1,073,300	J. & J.	Jan. '67 3	North Carolina.....	4,000,000						
Do. pref. 100	1,073,300	J. & J.	Jan. '67 3	Northern Central.....	5,418,900	F. M. A. N.	M'y '67 2				
Connecticut River.....	1,650,000	J. & J.	Jul. '67 4	Northern of N. Hampsh.....	3,064,400	J. & D.	Jun. '67 4				
Cumberland Valley.....	1,316,900	A. & O.	Apr. '67 4	Northern of N. Jersey.....	158,800						
Danbury and Norwalk.....	306,900			North Missouri.....	2,369,307						
Dayton and Michigan.....	2,384,941	J. & J.	Jul. '67 5	North Pennsylvania.....	3,150,150						
Delaware.....	406,132	J. & J.	Jul. '67 5	Norwich and Worcester.....	2,368,000	J. & J.	Jul. '67 4				
Del. Lackaw. & Western.....	11,288,560	J. & J.	Jan. '67 3	Ogdensb. & L. Champ'n.....	2,979,000	F. & A.	Feb. '67 3				
Des Moines Valley.....	1,550,000			Do. pref. 100	641,200	A. & O.	Apr. '67 4				
Detroit & Milwaukee.....	462,359			Ohio and Mississippi.....	20,222,647						
Do. pref. 100	1,500,000			Do. pref. 100	3,607,197	Annual.	Jan. '67 7				
D. Dock, E. B'dw. & Bat. 100	1,200,000			Old Colony & Newport.....	4,848,300	J. & J.	Jul. '67 3				
Dubuque and Sioux City.....	1,073,641			Orange and Newark.....	281,550						
Do. pref. 100	1,987,351	Annual.	M'r. '67 7	Oswego and Syracuse.....	482,400	F. & A.	Feb. '67 4				
Eastern (Mass.).....	3,578,304	J. & J.	Jul. '67 4	Pacific of Missouri.....	3,581,900						
Eastern (N. H.).....	492,500	J. & J.	Jul. '67 4	Panama.....	7,000,000	J. A. J. & O.	Jul. '67 6				
East Pennsylvania.....	604,400			Paterson and Ramapo.....	248,000	J. & J.	Jul. '67 24				
East Tenn. and Georgia.....	100			Paterson and Hudson River.....	630,000	J. & J.	Jul. '67 4				
East Tenn. and Virginia.....	100			Pennsylvania.....	20,000,000	M. & N.	M'y '67 8				
Eighth Avenue (N. Y.).....	1,000,000	J. A. J. & O.	Jan. '67	Peoria & Bureau Valley.....	1,200,000	A. & O.	Oct. '66 6				
Elm. Jeffers. & Canand.....	500,000	F. & A.	F. '67 24	Petersburg & Lynchburg.....	1,366,500						
Elmira & Williamsport.....	500,000	M. & N.	N. '66 2	Philadelphia and Erie.....	6,069,450						
Do. pref. 50	500,000	J. & J.	Jan. '67 34	Philadelphia and Reading.....	21,191,067	J. & J.	Jul. '67 5				
Erie Railway.....	15,570,100	F. & A.	Feb. '66 4	Do. Do. preferred.....	1,551,860	J. & J.	Jul. '67 5				
Do. pref. 100	8,575,700	Annual.	Jan. '67 7	Phil. Germ'tn. & Nor't'n 50	1,507,880	A. & O.	Apr. '67 5				
Erie & North East.....	600,000	F. & A.	Feb. '67 5	Phila. and Trenton.....	999,200	J. & J.	Jan. '67 5				
Evansville & Crawford.....	1,142,834			Phila. Wil. & Balt.....	9,019,300	J. & J.	Jan. '67 5				
Fitchburg.....	4,540,000	J. & J.	Jul. '67 4	Philadelphia City.....	100,000	J. & J.	Jan. '67 5				
Fitchburg & Worcester.....	287,900	J. & J.	Jan. '67 3	Philadelphia and Dar'p.....	100,000	J. & J.	Jan. '67 24				
Flint and Holly.....	750,000	M. & N.	M'y '67 5	Phila. and Grey's Ferry.....	217,697	J. & J.	Jan. '67 6				
Forty Sec. St. & G. St. P'y 100	750,000			Pittsburg & Connellsville.....	2,794,623	J. A. J. & O.	Jul. '67 24				
Frank. and Southw. (Ph.) 50	491,320	A. & O.	Apr. '67 6	Pittsfield and N. Adams.....	1,000,000	J. & J.	Jul. '67 3				
Georgia.....	3,166,000	J. & J.	Jan. '67 3	Portland and Kennebec.....	1,000,000						
Germantown											



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length, completed or in progress or projected.	Equip-ment.	Cars.	Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.			
30 Nov '66	3.36			MASSACHUSETTS.									
30 Nov '66	5.73			Boston and Chelsea	110,000	110,000			8,800	7,525			37
30 Nov '66	27.43	218	32	Broadway, Boston	348,279	325,000			20,461	168,846	44,203		65
30 Nov '66	2.57			Cambridge	734,671	727,800	150,000		94	65,502			88
30 Nov '66	11.75	35	6	Lowell (Horse)	46,536	46,000			20,899	3,261			10
30 Nov '66	3.41	211	81	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,255			25
30 Nov '66	3.07			Malden and Melrose	60,246	200,000	58,727		27,144				25
30 Nov '66	88.92	837	157	Medford and Charlestown	36,809	21,000	9,500		19,627	2,240			50
30 Nov '66	6.28	254	35	Metropolitan (Boston)	1,601,478	1,250,000		139,096	758,414	113,472			554
30 Nov '66	3.22			Middlesex (Boston)	494,702	400,000	38,000		76,444	167,176	11,437		40
30 Nov '66	5.69	60	9	Northampton & Williamsb.	300,000	300,000			4,627	2,686	211		40
30 Nov '66	7.78	48	13	Quincy	141,233	71,000	58,400		55,000	31,256	2,535		39
30 Nov '66	3.61			Salem and South Danvers	189,972	150,000	27,500	4,148	35,970	6,108			39
30 Nov '66	2.50			Somerville	75,000	75,000			4,379	2,251	3		39
30 Nov '66	6.74	12	3	Stoneham street (Boston)	37,300	33,000			9,628	1,901	6		39
30 Nov '66	1.68	431	63	Suburban	95,000	5,000							39
30 Nov '66	2.25			Union (Transportation)	288,789	200,000	24,000	113,007	341,247	10,110	5		88
30 Nov '66	11.00			West Cambridge	13,600	13,600				516	4		47
30 Nov '66				Winnidmet	62,162	59,800			3,720	3,265	4		47
30 Nov '66				Worcester	91,174	75,000	52,000						47
31 Jan '64	3.0	3.0	45	CONNECTICUT.									
31 Dec '62	8.5		11	Fairhaven and Westville	100,000	100,000					8		8
				Hartford and Wethersfield	300,000	300,000							8
30 Sep '65	7.17		6	ALBANY	85,544	50,000	31,000		65,155	501			100
30 Sep '65	17.00		35	Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588			100
30 Sep '65	10.76		32	Broadway (Brooklyn)	228,386	200,000	27,500	5,802	81,027	12,500			100
30 Sep '65	14.33		98	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,200,000	100,000	612,779	198,082			100
30 Sep '65	7.75		10	Brooklyn Bath & Coney Is'd	135,178	100,000	88,000	71,180	28,068	8,282			100
30 Sep '65	24.00		35	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9		100
30 Sep '65	56.18	1.90	148	Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758	54		100
30 Sep '65	11.75	4.00	32	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	6,651			100
30 Sep '65	0.09	0.41		Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					100
30 Sep '65	2.50			Brooklyn City & Rockaway		7,500	35,000						100
30 Sep '65	24.00		116	Cent'l Pk. N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000		528,090	74,053			100
30 Sep '65	2.00			Cohoes & Waterford		2,800							100
30 Sep '65	19.75		32	Coney Island & Brooklyn	612,555	500,000	138,000	4,192	150,634	34,102			100
30 Sep '65	11.82		46	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362			100
30 Sep '65		6.00		East & North River (W. Co.)	650	650							100
30 Sep '65	18.00	1.00	141	Eighth Avenue	1,260,915	1,000,000	160,000		627,153	90,670	6		100
30 Sep '65	12.00		42	42d St. & Grand St. Ferry	962,521	750,000	260,000	2,698	22,662	63,047	5		100
30 Sep '65	4.52			Grand St. & Newtown (W. Co.)									100
30 Sep '65	10.00		17	Harlem Br. Morris & Ford'm	198,738	72,000	118,500	3,000	62,790	2,600			100
30 Sep '65		19.00		Harlem & Tarrytown		3,550							100
30 Sep '65	19.10		30	Ninth Avenue	444,877	795,300	112,000		74,514	loss.			100
30 Sep '65		11.00		Port Morris & Westchester	1,200	1,200							100
30 Sep '65	11.00		16	Rochester City & Brighton	251,559	133,400	100,000		80,028	29,616			100
30 Sep '65	16.00			Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	388,296	106			55
30 Sep '65	8.37			Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.			100
30 Sep '65	17.50		147	Third Avenue (N. Y.)	5,110,100	1,750,000	1,800,000	115,000	1,024,743	211,213	9		100
30 Sep '65		5.00		Third Avenue & Fordam	975	975							100
30 Sep '65	4.46	1.00		Troy and Cohoes	50,000	50,000							100
30 Sep '65				Troy and Lansingburg									100
30 Sep '65	6.50	9.00		Utica City	209,325	124,500	100,000		30,762	loss.			100
30 Sep '65	1.60		4	W. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000		12,839	808			100
30 Sep '65				Westchester	5,949	7,370							100
30 Sep '65		4.00		West Shore	1,457	2,200							100
31 Dec '62	5.32		7	NEW JERSEY.									
31 Dec '62	5.06	2.50		Hoboken and Hudson City	32,000	30,000		2,000					100
31 Dec '62	10.47		8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		100
31 Dec '62	17.00	150	22	Jersey City & Weehawken									100
31 Dec '62	5.80		8	Orange and Newark	618,296	237,550	300,000	30,750	124,679	30,566			50
				West Hoboken & Hoboken	100,000	40,000	60,000						50
31 Oct '66	9.23	144	26	PENNSYLVANIA.									
31 Oct '66	6.74			Citizens' (Pittsburg)	218,024	126,000	66,300	7,756	143,111	61,092	20		50
31 Oct '66	10.43	271	49	Frankfort and Philadelphia	124,935	71,475	50,000	21,750	6,184	loss.			50
31 Oct '66	84.41	367	59	Frankfort & Southw'k (Ph.)	772,606	491,350	200,000		261,223	65,440	6		50
31 Oct '66	5.47	120	25	Germantown	481,335	112,245	350,000	36,294	294,683	121,731	20		28
31 Oct '66	2.12	191	38	Girard College (Phila.)	81,612	100,000			104,984	17,340	15		50
31 Oct '66	4.53	25	6	Green & Coates St. (Phila.)	232,953	160,000	100,000		166,792	51,984	18		50
31 Oct '66	19.00	360	56	Harrisburg City	55,874	41,114	9,500	4,824	11,463	607			50
31 Oct '66	5.21	105	18	Hestonv. Mantua & Fairm't	100,189	90,000	60,200	5,250	242,181	30,388	25		14
31 Oct '66	7.25	60	13	Lombard & South St. (Phila.)		50,500	52,157	6,174	43,364	loss.			25
31 Oct '66	5.92	241	45	Philadelphia and Darby	118,383	100,000	17,000		39,291	13,479			20
31 Oct '66	7.50	178	19	Philadelphia City	896,255	255,000	140,000	31,255	191,825	61,822			50
31 Oct '66	8.90	76	12	Pittsb. Allegheny & Manch'r	140,740	100,000	55,000	14,501	116,388	23,058	16		50
31 Oct '66	8.00	54	12	Pittsburg and Birmingham	72,909	68,000	10,000		80,135	29,935	20		50
31 Oct '66	3.60	40	6	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,026	7,919	4		50
31 Oct '66	19.38	486	72	Schuykill River (Phila.)	46,019	50,000							50
31 Oct '66	5.82	95	9	Second & Third St. (Phila.)	486,822	539,007	114,200	41,229	407,923	131,688	60		50
31 Oct '66	8.50	154	19	17th & 19th St. (Phila.)	114,368	120,000			57,662	12,353			50
31 Oct '66	7.00	164	32	Spruce Pine (Phila. & G. R. F.)	250,253	250,157			101,996	38,491	8		50
31 Oct '66	6.25	169	18	16th & 11th St. (Citizens')	176,048	192,750			206,945	99,612	31		50
31 Oct '66	25.00	615	70	18th & 15th St. (Phila.)		994,950			128,956	45,196	7		50
31 Oct '66	2.29	381	50	Union (Philadelphia)	558,523	400,000	300,000		344,890	67,574	7		50
31 Oct '66	2.48	9	4	West Philadelphia	26,880	26,000			292,461	80,847	10		50
31 Oct '66	1.03			Wilkesbarre and Kingston	19,352	15,000			6,290	9,168	5,424		25
				Williamsport					1,124	7,662	1,167		25
31 Dec '62	21.00	340	50	MARYLAND.									
				Baltimore City	700,000	670,000		31,649	259,050	21,058			19
31 Dec '62	5.00			Cincinnati Street	151,912	150,000							19
31 Dec '62	5.00			City (Cinc.) Passenger	111,412	100,000							19
31 Dec '62	3.81			Passenger (Cinc.)	69,837	50,000							19
31 Dec '62	3.82			Pendleton & B. St. Mar's (Cinc.)	70,000	50,000							19

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	pc	Month.	Year.	p c.
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.		
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	50
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.		
Eight Avenue:					
1st Mortgage	100,000	7	J. & J.		
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	
Real Estate	124,500	7	J. & J.		
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7			
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris' & Ford'm					
1st Mortgage	118,000	7	J. & J.		
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,600	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage (road) :	50,000	6	J. & J.	71-72	914
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6		1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,500	6			
Middlesex:					
1st Mortgage	38,000				
Malden & Melrose bonds	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	
" " O. & Newark	100,000	7	J. & J.	1880	
2d Mortgage " "	100,000	7	J. & J.	1882	
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	
Pittab. Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	
Quincy:					
Plain bonds	58,400		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.		
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	
Real Estate bonds	180,000				
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica City:					
1st Mortgage	100,000	7			
Van Brunt, st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.		
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	





## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1864	150,713	164,438	166,493	194,992	200,807	266,628	295,512	356,408	401,103	357,228	353,344	328,828	3,285,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,865	5,525,395
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	598,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	-----	-----	-----	-----	-----	-----	-----	-----
<b>Chicago and Alton:</b>													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	154,418	154,418	162,723	178,786	206,090	224,257	234,257	242,165	264,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,083	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,440,093
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,233	323,030	271,247	3,696,153
1867	240,238	142,947	238,562	283,921	338,691	543,471	-----	-----	-----	-----	-----	-----	-----
<b>Chicago, Rock Island and Pacific:</b>													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	175,482	175,482	185,013	198,079	243,178	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,386	257,230	209,099	277,506	306,693	328,926	317,977	400,941	428,474	345,028	260,298	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	-----	-----	-----	-----	-----	-----	-----
<b>Chicago and Northwestern:</b>													
1863	-----	-----	-----	-----	-----	366,100	281,334	296,169	473,186	551,122	435,945	407,693	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716,373	568,400	6,114,566
1865	541,005	482,164	496,296	468,353	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,989
1866	523,596	405,684	523,744	518,736	735,082	922,892	776,990	778,234	980,063	1,210,654	1,005,680	698,679	9,983,995
1867	680,832	586,743	747,391	720,651	757,736	893,357	-----	-----	-----	-----	-----	-----	-----
<b>Chicago and Great Eastern:</b>													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,496	61,787	51,386	60,895	528,204
1864	47,393	56,565	67,822	61,812	59,182	53,518	88,468	87,037	97,876	94,643	78,111	850,495	-----
1865	77,878	77,242	83,450	75,514	76,674	91,977	91,075	97,145	106,389	118,610	116,293	91,664	1,108,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,062	104,547	132,725	136,597	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,783	-----	-----	-----	-----	-----	-----	-----
<b>Erie:</b>													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,138	902,906	963,859	8,400,334
1863	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	984,133	1,114,508	1,099,507	1,047,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865	1,001,007	947,146	1,256,596	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,769	15,434,775
1866	1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,203,243	1,298,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,413
1867	906,795	917,639	1,139,523	1,217,143	1,122,140	1,118,731	-----	-----	-----	-----	-----	-----	-----
<b>Illinois Central:</b>													
1862	190,130	238,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,338	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,071,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,391	657,141	603,493	6,329,447
1865	571,536	528,972	616,645	516,605	460,573	617,682	574,403	717,469	739,738	641,589	643,887	518,088	7,181,266
1866	603,053	506,286	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,428	654,201	417,352	420,365	477,607	496,616	-----	-----	-----	-----	-----	-----	-----
<b>Marietta and Cincinnati:</b>													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,964	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	83,968	78,697	78,697	91,809	90,972	93,078	98,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,907	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,302	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	-----	-----	-----	-----	-----	-----	-----
<b>Milwaukee and Prairie du Chien:</b>													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,242	112,013	1,247,259
1864	102,749	115,135	88,221	140,418	166,747	212,209	139,547	115,399	168,218	178,626	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,986,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,705	116,224	150,989	245,701	244,564	95,787	1,983,900
1867	143,900	85,000	72,600	87,510	119,104	-----	-----	-----	-----	-----	-----	-----	-----
<b>Michigan Southern &amp; Northern Indiana:</b>													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,620	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	297,126	315,258	275,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,716	418,970	418,024	384,684	338,568	384,401	429,177	466,655	429,546	352,215	4,650,326
1867	305,567	311,038	379,761	391,162	358,601	304,232	-----	-----	-----	-----	-----	-----	-----
<b>Michigan Central:</b>													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	238,495	206,221	193,328	216,449	308,168	375,488	339,794	306,186	218,053	3,168,053
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,693	329,105	413,501	476,651	490,694	447,670	328,750	4,202,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,094	308,659	4,260,115
1867	283,661	283,661	376,210	362,783	333,952	284,977	-----	-----	-----	-----	-----	-----	-----
<b>Milwaukee and St. Paul:</b>													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,906	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	123,404	123,957	121,533	246,622	244,376	208,785	183,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,648	230,497	-----	-----	-----	-----	-----	-----	-----	-----
<b>New York Central:</b>													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	998,228	1,002,756	9,093,244
1863	790,167	911,397	897,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,045,401	1,057,813	1,109,853	11,099,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,078	1,227,113	1,187,505	1,118,829	13,857,709
1865	957,869	613,381	955,959	1,346,734	1,255,521	1,132,701	1,162,024	1,496,752	1,524,434	1,528,339	1,486,366	1,117,853	14,575,128
1866	1,086,390	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	-----	-----	-----	-----
<b>Ohio and Mississippi:</b>													
1864	210,329	290,466	309,261	293,443	224,957	223,242	268,176	292,596	332,400	278,006	346,243	275,960	3,211,070
1865	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	384,319</		

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company; "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest	Interest.		Due.	Price.	Description.	Amount.	Interest	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
<b>Alabama and Florida:</b>							<b>Chicago and Milwaukee:</b>						
Mortgage	\$300,000	7			1897		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Convert. (guar. by Dir.)	150,000	7			1893		Chicago and Great Eastern:						
<b>Alabama and Tenn. Rivers:</b>							1st Mortgage	5,800,000	7	Apr. & Oct.	New York.	1895	50
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,708	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
<b>Albany and Susquehanna:</b>							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	1,010,739	7	April & Oct.	Albany.	1883		1st Mort. (O. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	89
<b>Allegheny Valley:</b>							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
<b>Atlantic and Gt. Western:</b>							General 1st Mortgage	3,600,000	7	"	"	1885	88
1st Mortgage, N. Y. Division	595,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	765,000	7	May & Nov.	"	1883	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	945,000	7	F. M. A. & N.	"	1875	81
3d Mortgage	2,324,800	7	"	"	1877		Equipment Bonds	270,483	7	May & Nov.	"	1874	94
1st Mortgage, Penn.	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	85
2d Mortgage	349,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	3,784,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	2,480,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
2d Mortgage	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Buffalo Ext'n.	320,000	7	March & Sept.	London.	1884		3d Mortgage	500,000	8	"	"	1877	
1st Mortgage, Silver Creek	200,000	7	Quarterly.	"	1890		Cincinnati, and Zanesville:						
Consolidated Bonds	16,383,500	7					1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
<b>Atlantic and St. Lawrence:</b>							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		2d Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	68-70		Hubbard Branch	105,600	7	"	"		
<b>Baltimore and Ohio:</b>							Clev. Palmetto and Ashtabula:						
Maryland Sterling Bds of 1883	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Special (Sanbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Mortgage Coupon	1,862,000	6	April & Oct.	Baltimore.	1886	97	Dividend Mortgage	1,000,000	7	"	"	1880	
" " " 1880	625,000	6	Jan. & July.	"	1880	97	Cleveland and Pittsburg:						
" " " 1886	1,021,750	6	Jan. & July.	"	1875	99	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
" " " 1884	915,250	6	Ja. Ap. Ju. Oc.	"	1887	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	93	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	74
<b>Bay de Noquet and Marquette:</b>							River Line bonds	4,000	7	"	"	1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725		"	"		
<b>Bellefontaine and Indiana:</b>							Income bonds	3,500		"	"		
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-99	90	Clev. Columbus and Cin.:						
2d Mortgage	483,000	7	"	"	1870	82	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	74-90	
Income bonds	87,000		"	"	1870		Cleveland and Toledo:						
<b>Belvidere Delaware:</b>							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	84	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	94
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
<b>Boston Concord and Montreal:</b>							C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	102
1st Mortgage	84,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1865		Mortgage	248,000		"	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95	Connecticut River:						
2d Mortgage Coupons	250,000	6	"	New York.	1870	95	Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Sinking Fund	335,000	6	"	Boston.	1889	95	Connecticut and Passump. Rivers:						
<b>Boston and Lowell:</b>							1st Mortgage	605,700	6	June & Dec.	Boston.	1875	90
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	Cumberland Valley:						
"	200,000	6	April & Oct.	"	1879	94	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1894	105
<b>Buffalo, New York and Erie:</b>							2d Mortgage	109,500	8	"	"	1894	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91	Dayton and Michigan:						
2d Mortgage coupon	350,000	7	May & Nov.	"	1872	85	1st Mortgage	288,000	7	Jan. & July.	New York.	1867	63
<b>Buffalo and State Line:</b>							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101	3d Mortgage	642,000	7	"	"		
Income in '90, '91, '92	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	160,500	7	"	"		
Special Erie and North-East	140,000	7	"	"	61-70		Funded Interest	2,100	7	"	"		
<b>Burlington and Missouri:</b>							Dayton and Western:						
New Land Mortgage	1,180,940	7	April & Oct.	New York.	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Convertible bonds	600,000	7	Jan. & July.	"	1870		2d Mortgage	250,000	7	June & Dec.	"		40
Old Road bonds	121,160	7	"	"	70-80		<b>Delaware:</b>						
<b>Camden and Amboy:</b>							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	
American Loan	3,335	6	"	New York.	1884		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	210,000	6	"	"	1887	100	Delaware, Lackawanna and W'n:						
" " \$800,000	338,040	6	"	"	1870	92	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
" " \$75,000	676,000	6	"	"	1875	87	1st Mortgage (K. Extension)	1,223,500	7	April & Oct.	"	1875	97
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90	2d Mortgage	1,068,000	7	March & Sept.	"	1881	95
" " \$2,500,000	867,000	6	May & Nov.	"	1889	88	<b>Des Moines Valley:</b>						
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	94	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
<b>Camden and Atlantic:</b>							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90	<b>Detroit and Milwaukee:</b>						
2d Mortgage	493,000	7	April & Oct.	"	1879	72	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
<b>Catawissa:</b>							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		3d Mortgage (convertible)	750,000	10	"	"	1863	
<b>Cayuga and Susquehanna:</b>							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		<b>Dubuque and Sioux City:</b>						
<b>Central of New Jersey:</b>							1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103	Construction bonds, 2d Div'n	680,000		"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	100	<b>Eastern (Mass.):</b>						
<b>Central Ohio:</b>							2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	85	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	Essex Railroad Bonds	214,400	6	"	"	1876	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	<b>East Tennessee and Georgia:</b>						
4th Mortgage (S. F.)	1,305,800	7	"	"	1875	50	Endorsed by State of Tennessee	129,480		"	"		
Income	1,192,200	7	Jan. & July.	"	67-60		Mortgage (ordinary)	780,490		"	"		
<b>Central Pacific of California:</b>							<b>East Tennessee and Virginia:</b>						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896		State of Tennessee Bonds	1,899,000	6	"	"		
Convertible bonds	1,500,000	7	"	"	1882		Endorsed by State of Tennessee	185,000		"	"		
<b>Cheshire:</b>							1st Mortgage (after State)	74,000		"	"		
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	94	2d Mortgage bonds	14,000		"	"		
<b>Chicago, Burlington and Quincy:</b>							Income Bonds	8,500		"	"		
Trust Mort. S. F., convertible	368,000	8	Jan. & July.	New York.	1883	111	<b>Elmira and Williamsport:</b>						
" " " " " " " " " "	8,160,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		<b>Erie and North-East:</b>						
2d Mortgage, inconvertible	941,000	4	July.	Frankfort a. M.	1890		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Evansville and Crawfordville:						
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1889	
C. B. & Q. Scrip	487,400		Jan. & July.	Frankfort a. M.			Mortgage Bonds	150,000	7	"	"	1881	
<b>Chicago and Alton:</b>							<b>Florida:</b>						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	98	Internal Improvement (State)	1,055,000	7	"	"	1891	
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
Income Bonds	1,100,000	7	April & Oct.	"	1888	90							



## 687

\* ) signifies that the road is in the hands of receivers, (t) that the company is in default in its interest, "S. F.," Sinking Fund, var., that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) -	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,591,990	6	Jan. & July	New York.	1892	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Galeta and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	98 1/2	1st Mortgage S. F. (convertible)	600,000	8	March & Sept.	"	1869	
Elgin and State Line	189,000	7	Jan. & July	"	1879		1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1869	
Mississippi River Bridge	200,000	7	Jan. & July	"	1884		1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	"	1882	110 1/2
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	110 1/2
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106	Mich. Northern and N'n Indiana:						
2d Mortgage Eastern	45,000	7	Feb. & Aug.	"	1888	102 1/2	1st Mortgage	4,000	7	Feb. & Aug.	New York	1861	
1st Mortgage whole line	2,500,000	7	"	"	1888		Goshen Air Line	651,000	7	Feb. & Aug.	"	1868	98 1/2
2d Mortgage	2,500,000	7	May & Nov.	"	1893	74	Detroit and Toledo	924,000	7	"	"	1876	88
Hannibal and St. Joseph:							1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1886	98
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July	New York.	72-78	79 1/2	2d General Mortgage	2,693,000	7	"	"	1877	90
Land Security	3,344,800	7	April & Oct.	"	1881	92	Milwaukee and St. Paul:						
Convertible Bonds	822,000	7	Jan. & July	"	1883	97	1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1898	88 1/2
Harrisburg and Lancaster:							2d Mortgage	1,500,500	7	April & Oct.	"	1884	76 1/2
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	90	Real Estate Purchase	136,900				1874	
Hartford and New Haven:							Milwaukee and Prairie du Chien						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage (coupon)	390,500	7	Jan. & July	New York.	1891	96
Houston:							Minnesota and Pacific						
1st Mortgage	202,500	6	Jan. & July	Bridgeport.	1877		Real Estate	1,200,000	7	Jan. & July		1892	61
Houston and Texas Central:							Mississippi Central:						
State (1st Lien) Loan	210,000	7					1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mortgage	126,000	7					Mississippi Central and Tenn.:						
Hudson River:							State (Tenn.) Loan	529,000	6				
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	99-70	104	Mississippi and Missouri:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103	1st Mortgage (convertible)	1,000,000	7		New York		
3d Mortgage	1,840,000	7	May & Nov.	"	1875	100	2d Mortgage (S. F.)	400,000	8		"		
Convertible	1,002,000	7	"	"	1897	100 1/2	1st Land Grant	3,612,000	7		"		
Illinois Central:							Mississippi and Tennessee:						
Optional Right Bonds	28,000	7	Jan. & July	New York.	1868		Tennessee State Loan	167,800	6	Jan. & July	New York.	1886	
Construction	6,668,800	7	April & Oct.	London.	1875		1st Mortgage	600,000	6	"	"	1876	
Construction	2,523,000	6	"	New York.	1875	113	Income Bonds	297,500	10	"	Memphis	1870	
Redemption bonds	2,563,000	6	"	"	1890		Mobile and Ohio:						
Sterling Redemption bonds	358,500	7	"	London.	1875		Tennessee State Bonds	1,099,160	6	Jan. & July	New York.	1882	
Illinois and Southern Iowa:							Sterling (1st mort.) Bonds	4,187,000	8	"	London.		
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		"	146,200	8	"	Mobile		
Indiana Central:							"	825,700	8	"	N. Y. & Mob.	1861	
1st Mortgage (convertible)	600,000	7	Jan. & July	New York.	1866		"	75,842	8	"	Mobile.	'62-'66	
2d Mortgage	284,000	10	"	"		100	Income Bonds of 1841						
Indianapolis and Cincinnati:							"	1862-'67					
1st Mortgage	600,000	7	Jan. & July	New York.	1888	91	"	ten years					
Ind., Pittsburg and Cleveland:							Mongomery and West Point:						
1st Mortgage	650,000	7	Jan. & July	New York.	1870		Mortgage (due 1863 and '65)	30,800	6			'63-'65	
2d Mortgage	347,000	7	"	"			Mortgage	61,500	8			1866	
Indianapolis and Madison:							Bonds	100,000	8	Jan. & July		1870	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	299,500	8	"		1876	
Jeffersonville:							Bonds	639,500	8	"		1881	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Morris and Essex:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94 1/2
Joliet and Chicago:							2d Mortgage	1,500,000	7	"	"		188
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105	Muscogee:						
Joliet and N. Indiana:							1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	300,000	6	Jan. & July	New York.	1874		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	April & Oct.	Boston.	1870		Chat. and Cleve. Subsc. (endors.)	231,000					
*Kentucky Centr. (Cov. and Lex.)							Naugusack:						
1st Mortgage	160,000	6					1st Mortgage conv	224,000	7	Jan. & July	Bridgeport.	1876	
2d Mortgage (convertible)	1,006,000	7					*New Albany and Salem:						
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		N. Hav., N. Lond. and Stonington:						
Lehigh Valley:							2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	98
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94	Extension	116,000	6	May & Nov.	"	1878	
La Crosse and Milwaukee:							New Haven and Northampton:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage	500,000	7	Jan. & July	New Haven.	1860	
Lackawanna and Bloomsburg:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	2,024,578	7	Jan. & July	Philadelphia.	1881		New Jersey:						
Lexington and Frankfort:							Company's (various)	885,000	6	Semiann'ally	New York.	var.	
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74		New London Northern:						
Little Miami:							1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	Extension Bonds	72,500	6	March & Sept.	"	1886	
Long Island:							N. Or'ns, Jackson and Gt. North:						
State Loan (S. F.)	100,000	6	Jan. & July	New York	1876	91	1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage	500,000	6	"	"	1870		2d Mortgage Bonds	241,000					
Extension Bonds	175,000	7	May & Nov.	"	1890		N. Orleans, Opelousa, and Gt. West.:						
Long Dock Co.:							Louisiana State Loan	650,000	6				
Mortgage Bonds	2,007,500	7	June & Dec.	New York.	1882	98 1/2	New Orleans City Subscription	1,500,000	8				
Louisville and Frankfort:							1st Mort. Construction	1,730,000	8			1889	
Louisville Loan	100,000	6	Jan. & July	New York.	1881		New York Central:						
1st Mortgage	145,000	6	"	"	'67-'78		Premium (S. F.) Bonds	6,450,433	8	May & Nov.	New York.	1883	96
Louisville and Nashville:							Dfts of former Co's outstanding	100,000					
1st Mortgage Main Stem	1,650,000	7	Feb. & Aug.	New York.	'67-'77		Funding (S. F.) Bonds	1,888,000	7	Feb. & Aug.	"	1876	104
Lebanon Branch 1st Mortgage	1,000	7	"	"	1866		Exchanged Stks (S. F.) Bds	606,000	6	May & Nov.	"	1883	
Memphis Branch 1st Mortgage	281,000	7	"	"	'70-'75		"	77,000	6	"	"	1883	
Bardstown and Louisville	30,000	7	"	"	1870		Real Estate (S. F.) Bonds	166,000	6	"	"	1883	
City of Louisville bonds	1,137,000		"	"	'66-'87		Real Estate Bonds & Mortgages	129,875	7	var.	"	var.	
Maine Central:							"	45,560	7	"	"	1883	
Loan \$1,100,000	1,092,900	6			'80-'81		Bonds of Aug. 1869, Convertible	460,000	7	Feb. & Aug.	"	1876	113
Loan \$400,000	314,180	6			'70-'71		Bonds of Oct. 1863, (S. F.)	2,926,000	6	June & Dec.	"	1887	90
McMinnville and Manchester:							New York and Erie:						
State [Tenn.]	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	103 1/2
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102 1/2
Marquette and Cincinnati:							3d Mortgage	6,000,000	7	"	"	1883	101
1st Mortgage Bonds	2,388,386	7	Feb. & Aug.	New York.	1891	83 1/2	4th Mortgage	4,441,000	7	April & Oct.	"	1880	90
1st Mortgage Sterling	1,000,000	7	"	"	1891		5th Mortgage	925,500	7	June & Dec.	"	1888	87
2d Mortgage							Buffalo Branch	186,400	7	Jan. & July	"	1891	
Soloto & Hooking Val. R. mort.	300,000	7	May & Nov	New York.	1888		Sterling Bonds	3,875,620			London.	1876	
Memphis, Clarksv. and Louisv.:							New York and Harlem:						
State [Tenn.] Loan	910,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100 1/2
Memphis and Ohio							Consolidated	1,000,000	7	Feb. & Aug.	"		
State [Tenn.] Loan	1,240,000	6					3d Mortgage	960,500	7	Jan. & July	"	1897	97 1/2
							New York and New Haven:						
							Mortgage Bonds Coupon	1,088,500	6	April & Oct.	New York.	1875	95
							N. York, Providence and Boston:						
							1st Mortgage	500,000	6	Feb. & Aug.	New York	'78-'79	94 1/2

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (1) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$239,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000						Mortgage (Registered)	604,000	7	"	"	1873	
2d Mortgage	224,500						Richmond and Petersburg:						
Northern Central:							Mortgage bonds	120,500	7	June & Dec.	Petersburg	1875	
Mt. State Loan (irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	150
Y. and C. guar. by Balt. 3d Mort.	600,000	6	"	"	1877	94	2d Mortgage	987,500	7	"	"	1863	51 1/2
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	81 1/2	3d Mortgage	440,000	7	"	"	1863	3
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900		Sacramento Valley:						
North Pennsylvania:							1st Mortgage	400,000	10	Jan. & July.	New York	1875	
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	87	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Chattell Mortgage	300,000	10	"	"	1887	114 1/2	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.		1900	77 1/2
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	97	2d Mortgage	148,000	7	"		1875	
Norwich and Worcester:							Six per cents	78,912	6	"		1878	
Mass. State Loan	195,000	6	Jan. & July.	Boston	1877		Sandusky, Mansfield and Newark:						
Bonds for Dividend Scrip	59,000	7	"	New York	'64-'74		1st Mortgage	1,290,000	7	Jan. & July.	New York	1866	
Steamboat Bonds	99,000	7	Feb. & Aug.	"	'63-'70		Seaboard and Roanoke:						
Ohio and Mississippi:							1st Mortgage	210,000	7	"		1880	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	87	2d Mortgage	71,000	7	"		1870	
1st Mortgage—Western	850,000	7	"	"	1872		Registered Convertible	128,892	7	"		1873	
2d Mortgage—Western	750,000	7	"	"	1874		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6	"		1868	
1st Mortgage	400,000	6	May & Nov.	New York	1866		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	648,500	7	April & Oct.		'69-'91	
2d Extension	870,500	8	May & Nov.	"	1878	55	Steril. Skg. 1/2 b'ds after Jan. 1, '70	2,012,994	6	Jan. & July.	London	1886	
Ogdensburg & Lake Champlain:							Do. do. do.	275,167	5	Jan. & July.	Charleston	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	99	Southern Mississippi:						
Oswego and Syracuse:							1st Mortgage	500,000					
1st Mortgage	225,000	6	Jan. & July.	Oswego	'70-'80		South-Western (Ga.):						
Pacific (Mo.):							1st Mortgage	487,500				1875	
Construction Main Line	1,500,000	7	"	New York		96 1/2	South-West Pacific:						
Panama:							Bonds guar. by At. and Pacific	2,000,000	7	Jan. & July.	New York	1871	49 1/2
1st Mortgage Sterling	418,000	7	April & Oct.	London	1870	101 1/2	Steuern and Ind. (P. C. and C.)						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		Sunbury and Erie:						
Peninsula:							1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia	1877	97 1/2
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	75 1/2	Syracuse, Binghamton and N. Y.:						
Pennsylvania:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	97 1/2	St. Louis, Alton & Terre Haute:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94 1/2	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	95
2d Mortgage Sterling	2,285,840	6	"	London	1875		" (series B)	1,100,000	7	April & Oct.	"	1894	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84 1/2
Penobscot and Kennebec:							" (series D)	1,400,000	7	May & Nov.	"	1894	76
Bangor City 1st Mort. (Coupon)	651,000	6	April & Oct.	Boston	'74-'75		" Income (series E)	1,700,000	7	"	"	1894	
1st Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		St. Paul and Pacific 1st Division:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York			1st Mort. (70 m., 2d mort. (10 m.))	100,000	7	Jan. & July.	New York	1892	
1st Mortgage ('70-'75)	800,000	6	Jan. & July.	Petersburg	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,800,000	7	June & Dec.	New York	1894	78
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. German'n and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	92 1/2
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1865	105	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1878	80
Convertible Loan	292,500	6	"	"	1885		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	
Philadelphia and Reading:							2d M. (Wabash and Western)	1,600,000	7	"	"	1878	
Bonds of 1855, (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		Sinking Fund B'ds (T. W. & W.)	1,030,000	7	April & Oct.	"	1871	85
" 1856, "	182,400	5	"	"	1850		Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York	1885	69
" 1859, "	2,695,500	6	April & Oct.	"	1870	95 1/2	Vermont Central:						
" 1861, "	106,000	6	Jan. & July.	"	1871	90	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	110 1/2
" 1863, "	1,625,800	6	"	"	1880	90	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	81
" 1864, "	804,000	6	"	"	1880	90	Vermont and Massachusetts:						
" 1865, "	101,000	6	"	"	1880	90	Mortgage Bonds	924,905	6	Jan. & July.	Boston	1883	92 1/2
" 1867, "	67,000	6	"	"	1880	90 1/2	Virginia Central:						
" 1867, (convertible)	415,500	6	"	"	1886	97	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
" 1868, "	60,000	7	"	"	1886		Mortgage (coupons)	206,500	5	"	"	1872	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	988,000	6	"	New York	1884	
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia	1884	95	State Loan 1859-'60	210,000	6	"	Richmond		
Pittsburg and Connellsville:							Coupon bonds of 1885	33,000	8	"	"	1876	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	Funding Interest bonds	88,125	8	"	"	'70-'77	
Pittsburg, Ft. Wayne and Chicago:							Dividend bonds	122,613	6	"	"	'65-'75	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	103	Bonds not secured by mort.	61,584	6	"	"	due	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Virginia and Tennessee:						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	494,000	6	Jan. & July.	New York	1872	
" (series D)	875,000	7	April & Oct.	"	1912		2d Mortgage	23,500	6	"	"	1878	
" (series E)	875,000	7	May & Nov.	"	1912		3d or Income Mortgage	314,500	6	"	"	1905	
" (series F)	875,000	7	Jun. & Dec.	"	1912		Enlarged Mortgage	698,800	6	"	"	1884	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	97	Salt Works Br. Mort. due '58-'61	9,500	6	"	Lynchburg	var.	
" (series H)	860,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series I)	360,000	7	Mar. & Sept.	"	1912		1st Mortgage	650,000	7	Feb. & Aug.	New York	1875	
" (series K)	860,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series L)	860,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York	1880	87 1/2
" (series M)	860,000	7	June & Dec.	"	1912		Watertown and Rome:						
3d Mortgage	2,000,000	7	April	"	1912	85	Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	
Bridge Bonds	153,500	7	May & Nov.	Philadelphia	1876		Western (Mass.):						
Pittsburg and Steubenville:							Sterling (£890,900)	4,319,520	5	April & Oct.	London	'68-'71	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	Dollar Bonds	950,000	6	"	Boston	1875	95
Potomac and Watertown:							West Jersey:						
1st Mortgage	1,000,000	7	June & Dec.	New York	'64-'74		1st Mortgage	238,000	6	"	Philadelphia	1883	85
Quincy and Toledo:							2d Mortgage	772,000	7	"	"	1896	
1st Mortgage	570,000	7	May & Nov.	New York	1900		Western Maryland:						
Racine and Mississippi							1st Mortgage	596,000	6	Jan. & July.	Baltimore	1890	75
1st Mortgage (Eastern Division)	680,000	8	"	New York			1st Mortgage guaranteed	200,000	6	"	"	1890	98
1st Mortgage (Western Division)	757,000	8	"	"	1875	35	Western Pacific:						
Salem and Gaston:							1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Coupon	100,000				1882		Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	596,000	7	May & Nov.	New York	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1888		2d Mortgage	200,000	7	"	"	1872	
2d Mortgage	250,000	7	"	"	1888		Wilmington and Weldon:						
Equipment Bonds	205,000	7	"	"	1876		Mortgage payable in England	443,555	6	Jan. & July.	London	1863	
Richmond, Fred. and Potomac:							Sterling, issued in 1858	144,500	6	"		1868	
Sterling (£267,000)	324,000	6	"	"	1880		Company's endorsed by State	140,000	6	"		1878	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.							
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
ALABAMA.																						
30 Jun. '60	66.0	—	—	—	50.6	—	—	Alabama and Florida	1,451,336	—	—	877,963	503,500	106,255	1,515,704	54.0	—	101,102	87,866	—	—	
28 Feb. '59	30.3	—	—	—	58.1	2	2	Alabama and Mississippi	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,862	—	—	
31 May '60	109.6	—	—	—	57.8	11	9	Aia. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	—	207,626	111,232	—	—	
30 Jun. '59	57.0	—	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	
31 Dec. '66	493.3	13.5	—	—	49.4	21	20	Mobile and Ohio	9,258,002	2,189,562	—	3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mo	1,324,847	642,499	—	—	
28 Feb. '67	88.5	28.4	—	—	—	21	12	Montgomery and West Point.	2,439,420	308,967	315,199	1,844,104	1,130,700	288,781	3,063,986	116.9	170,707	449,007	189,402	—	—	
ARKANSAS.																						
3 Nov. '58	38.5	—	—	—	107.5	—	—	Memphis and Little Rock	553,877	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—	
CONNECTICUT.																						
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	—	23.8	55,845	103,333	28,249	3	—	
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,556	302,511	—	2,037,940	1,986,740	—	—	122.4	319,433	644,718	166,186	—	—	
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	—	3,129,047	3,000,000	927,000	—	3,927,000	75.2	—	1,501,804	633,483	12	174	
31 Dec. '65	74.0	—	8.9	—	10	12	181	Housatonic	2,439,775	—	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	66,463	—	—	
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	—	—	1,100,000	295,000	34,065	—	62.0	159,074	419,469	135,922	10	—	
28 Feb. '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	733,538	766,000	—	—	62.0	—	67,143	—	—	—	
30 Nov. '66	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2,379,606	—	2,379,606	1,234,100	650,000	—	1,574,100	30.0	60,067	79,566	—	—		
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	—	—	895,000	353,283	122,500	1,370,713	100.0	228,845	352,570	58,064	8	86	
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,600	258,046	8,272,133	117.4	787,826	2,098,260	704,016	10	119	
30 Nov. '66	59.4	7.0	4.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,603	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	95	
DELAWARE.																						
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	408,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—	
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	5.0	—	27,283	10,290	9	—
FLORIDA.																						
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	—	7,887	3,535	—	—	
— '62	59.9	—	5.0	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '62	100.0	3.9	10.0	153.5	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	
GEORGIA.																						
30 Jun. '66	86.7	—	—	—	16	6	85	Atlanta and West Point	1,200,079	—	90,462	1,232,100	36,500	22,721	1,296,541	86.7	—	415,411	54,948	4	—	
— '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—	
30 Apr. '60	43.5	—	—	—	23.7	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	—	81.0	—	—	—	—	—	
30 Nov. '60	191.0	—	—	—	63	62	697	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	—	1,008,650	4,156,000	312,500	—	—	8,123,343	232.0	1,159,185	528,048	8	—	
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	—	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404,618	212,676	19	—	
31 July '69	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	—	1,026,988	50.0	—	202,714	110,516	8	—
1 May '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,276,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—	
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	—	3,173,400	437,500	12,532	4,808,553	232.8	261,524	856,846	343,802	—	—	
30 Sep. '60	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	832,343	464,541	—	—	
ILLINOIS.																						
31 Dec. '66	280.0	—	—	—	67	32	1,098	Chicago and Alton	10,118,522	—	2,172,382	6,311,900	3,983,000	498,049	12,990,940	280.0	1,934,115	3,005,153	1,484,616	8	114	
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	2,070,679	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,563	2,799,436	31	146	
31 May '65	242.0	688.0	—	—	154	94	3,148	Chicago and Northwestern	37,323,791	—	2,356,690	26,155,641	12,020,483	825,398	39,680,452	242.0	6,820,760	1,902,272	—	—	454	
31 Mar. '67	181.8	181.5	—	—	42.1	92	60	Chicago, Rock Isl. and Pacific	31,313,822	—	3,192,940	9,100,000	8,146,524	635,486	18,506,768	409.3	1,621,307	3,574,034	1,413,909	10	984	
31 May '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	—	—	1,648,561	2,350,000	—	4,214,542	180.0	—	742,097	377,476	—	—	
31 Dec. '66	464.8	252.5	—	—	150	83	3,546	Illinois Central	30,954,453	—	10,533,828	23,415,780	12,144,000	—	41,478,230	708.3	8,608,862	6,546,741	2,175,447	10	1244	
31 Dec. '66	111.0	—	—	—	112	17	7	Toledo, Peoria & Warsaw	5,217,634	—	62,349	3,335,939	1,600,000	121,658	5,299,683	111.0	288,524	561,663	171,507	—	—	
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,240,744	488,568	—	—	
INDIANA.																						
31 Aug. '65	224.0	—	—	—	41	23	765	Chicago and Great Eastern	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—	
31 Dec. '62	72.4	—	—	—	14	10	187	Evansville and Crawfordsville	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	—	442,893	168,541	—	—	
31 Dec. '65	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,962	640,043	25,689	1,689,900	1,262,284	140,689	3,455,108	110.0	—	448,858	230,834	9	804	
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—	
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	—	278,334	1,015,907	621,000	—	2,176,223	108.0	312,859	527,863	285,156	—	—	
31 Mar. '64	86.0	46.0	3.0	—	17	10	283	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	—	1,538,733	132.0	—	315,172	117,941	6	100	
— '68	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371.40	—	—	
30 Nov. '65	73.0	—	—	—	26	23	564	Terre Haute and Indianapolis	1,983,150	—	967,278	1,925,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	693,671	12	1594	
IOWA.																						
30 Apr. '66	75.5	—	—	—	174.5	11	8	275	Burlington and Missouri River	3,215,917	—	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,746	191,417	—	—
11 Dec. '66	132.5	—	—	—	174.0	16	9	211	Dubuque and Sioux City	5,257,043	—	172,140	3,662,123	960,000	653,958	5,429,203	136.5	319,890	805,271	237,861	—	—
1 Jun. '68	38.5	—	—	—	101.3	4	64	Keokuk, Ft. Des Moines & Minn.	1,037,376	82,499	—	921,449	570,000	—	—	38.5	11 mo's	458,321	21,266	—	—	
30 Jun. '66	135.0	95.0	—	—	312.0	—	—	Mississippi and Missouri	10,715,562	—	—	3,452,300	7,145,252	118,000	10,715,562	230.0	—	—	—	—	—	
KENTUCKY.																						
31 Oct. '60	30.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,990,000	337,532	4,376,993	111.8	—	426,408				

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.		
						Passenger.	Freight, etc.		Land and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.			
MAINE.																							
30 Nov. '02	55.0				6	4	74	Androscooggin	1,050,000				151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461			
30 Jun. '03	149.0		25.0		41	17	349	Atlantic and St. Lawrence	7,654,089				2,494,900	2,471,560	1,985,870	7,062,330	149.0	878,873	1,116,113	177,873	45		
31 Dec. '05	63.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000				1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709			
31 May, '05	99.7	9.5			13	15	233	Maine Central	4,212,201			57,091	1,447,060		1,20,527	4,301,457	109.2	171,568	489,592	219,302			
31 May, '05	51.3				12	4	119	Portland, Saco and Portsmouth	1,491,207			100,000	1,500,000			1,600,004	51.3	161,056	450,222	236,767	6		
MARYLAND.																							
30 Sep. '04	279.6	7.2			221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,890,906	16,151,962	9,420,530	1,022,969	39,683,113	296.8	3,493,876	5,577,092	5,307,183	10			
30 Sep. '04	30.0							Washington Branch	1,650,000			1,650,000				2,217,477	39.0	864,481	258,462	124			
31 Dec. '05	138.0	4.0	25.0		92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8			
MASSACHUSETTS.																							
30 Nov. '06					16	16	60	Boston, Hartford & Erie	12,510,917	412,596		11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	54,579		13			
30 Nov. '06	26.8	1.8	16.8		20	41	554	Boston and Lowell	2,456,434	183,345	821,732	1,830,000	640,000	75,297	3,170,511	70.9	450,170	999,992	176,288	8			
30 Nov. '06	74.3	8.5	60.4		38	80	744	Boston and Maine	3,982,547	446,557	581,286	4,076,974			5,010,730	164.3	775,454	1,575,826	498,499	10			
30 Nov. '06	47.0	7.9	49.0		30	63	240	Boston and Providence	3,152,600	207,400	537,051	3,360,000	18,000		3,917,051	61.8	441,186	1,190,784	384,644	129			
30 Nov. '06	44.6	24.0	62.6		36	68	386	Boston and Worcester	4,062,584	437,416	1,239,810	4,500,000			401,519	67.6	729,470	1,974,729	490,201	146			
30 Nov. '06	46.0	1.1	2.7		7	17	58	Cape Cod Branch (par 60)	907,760	125,365	61,983	721,925			11,050	1,093,608	47.1	86,510	202,097	68,027	84		
30 Nov. '06	50.0	3.4	11.9		14	25	805	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8			
30 Nov. '06	44.1	50.4	33.1		38	82	679	Eastern	4,452,999	606,090	467,811	3,518,300	1,848,000	271,300	5,428,700	94.5	805,800	1,422,167	477,714	8			
30 Nov. '06	51.0	42.6	76.1		29	38	472	Fitchburg	3,199,851	360,149	456,729	3,540,000			4,006,732	33.6	477,100	1,107,444	347,247	7			
30 Nov. '06	14.0				3	4	40	Fitchburg and Worcester	234,774	40,228		247,800	2,000	20,492	270,029	14.0	37,740	52,974	16,980	6			
30 Nov. '06	12.4				2	4	20	Lowell and Lawrence	382,883	30,276	7,027	300,000	75,000	5,558	370,158	(Op. by Boston & Lowell)	41,304	90,996		8			
30 Nov. '06	14.5				11	18	219	Nashua and Lowell	558,919	96,684	114,822	600,000		26,000	713,226	41.8	216,731	441,304	90,996	8			
30 Nov. '06	20.1	1.2	1.2		4	19	70	New Bedford and Taunton	453,592	46,018	184,000	500,000	184,000		684,000	36.7	72,492	259,107	71,332	9			
30 Nov. '06	13.0	10.5	30.5		33	74	621	Old Colony and Newport	6,668,571	334,503		4,948,300	2,141,000	358,000	7,847,300	141.0	609,552	1,332,307	509,790	7			
30 Nov. '06	18.6				1	3		Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	80,880	114,107	31,164	6			
30 Nov. '06	43.4	1.0	7.0		17	20	578	Providence and Worcester	1,453,596	307,798	121,288	1,750,000		127,690	1,877,680	44.4	294,180	701,147	149,899	8			
30 Nov. '06	16.9				8	4	197	Salem and Lowell	380,234	83,729	7,158	245,305	226,900	660	471,171	(Op. by R. & L. Co.)	17,500			1			
30 Nov. '06	11.1	0.6	1.2		3	12	76	Taunton Branch	210,278	39,727	35,995	250,000			285,995	11.7	50,279	243,676	62,826	8			
30 Nov. '06	6.1			36.5				Troy and Greenfield				232,942	979,308		(Current added to the Common wealth.)								
30 Nov. '06	99.3	8.0	5.5		11	16	180	Vermont and Massachusetts	2,250,086	207,342	117,892	2,860,000	551,560		3,684,321	77.3	158,121	435,966	140,643	34			
30 Nov. '06	156.1	17.3	144.4		89	72	1,880	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,228,176	6,170,800	5,945,920		17,190,563	166.1	1,699,062	3,932,017	1,406,791	10			
30 Nov. '06	46.7		10.6		11	14	229	Worcester & Nashua (par 53)	1,025,000	116,000	124,355	1,141,000		13,196	1,259,385	46.7	250,869	474,362	178,965	10			
NEW HAMPSHIRE.																							
31 Mar. '07	98.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000			431,345	1,800,000	1,050,000	30,974	3,281,345	98.5	467,714	147,122		80		
30 Nov. '05	83.6		8.0		22	15	271	Cheshire	2,688,907			247,281	2,086,926	678,200		2,936,186	78.6	422,417	661,617	109,887	24		
31 Mar. '06	34.5				21	22	494	Concord (par 50)	1,500,000			171,775	1,500,000			1,671,775	121.4	527,354	867,987	161,868	65		
31 Mar. '06	26.9				2			Manchester & Lawrence	825,000	175,000	52,327	1,000,000			1,052,327	62.7				116			
31 Mar. '06	29.3				2	4	80	Merrimack and Conn. Rivers	698,288			698,288	568,000			1,266,288	52.7						
31 Mar. '07	69.2	18.0	12.5		24	15	492	Northern New Hampshire	3,068,400			605,862	3,068,400	145,400	140,453	3,674,262	82.2	392,640	681,301	242,097	109		
NEW JERSEY.																							
31 Dec. '05	64.2	11.0	8.1		74	96	171	Belvidere Delaware	3,456,709			996,647	2,245,000	346,140	3,557,787	77.5	556,742	128,039					
31 Dec. '05	61.2	42.4	74.9					Camden and Amboy	10,099,001			4,381,251	7,987,412	12,073,137		18,060,549	124.2	3,607,652	1,444,705	15			
31 Dec. '05	60.2							Camden and Atlantic	1,931,434			1,001,993	1,084,776	107,432	2,944,201	60.2		393,975	129,899				
31 Dec. '05	74.0	12.0	74.0		65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,551,244	1,617,268	10			
31 Dec. '05	63.0			46.5	24	43	274	Morris and Essex	6,973,951	2,181,111	208,699	3,500,000	5,516,950	124,822	9,025,429	53.0		1,020,078	304,869	7			
31 Dec. '05	32.8				35	98	180	New Jersey	3,890,328	827,565	1,590,141	6,000,000	855,000		6,512,449	33.8	638,632	1,770,862	789,015	104			
31 Dec. '05	21.8				2	6	17	Northern New Jersey	487,803			158,800	280,000		646,603	24.0	106,871	222,769	22,951				
31 Dec. '05	65.0	16.0						Raritan and Delaware Bay	4,098,592			2,530,700	1,567,892	920,447	4,983,947	81.0	335,651			65			
31 Dec. '05	18.2							Warren	2,000,000			59,050	1,647,650	511,400		2,659,050	18.2	451,297	154,045	7			
31 Dec. '05	38.5			47.				West Jersey	1,219,504			454,219	781,500	1,010,500		1,741,550	51.0	268,470	69,712	29			
NEW YORK.																							
30 Sep. '05	82.0		4.5	58.0	9	12	163	Albany & Susquehanna	3,183,056	198,909		1,904,145	1,016,739	173,722	2,704,607	82.0	65,472	175,729	88,064	134			
30 Sep. '05	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,969,088			950,000	2,380,000		Leased	3,909,088	142.0			108			
30 Sep. '05	88.3		18.5		34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,900,000	1,200,000		3,400,000	88.3	499,448	2,296,084	687,228	105			
31 Dec. '05	400.0	97.0	33.0		871	180	5,325	Erie</															



An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.			Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.		Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with train.	Gross.	Net.	Dividends.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
PENNSYLVANIA.																						
31 Jan. '66	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,942	44.0	134,201	386,275	123,892	16		
31 Oct. '66	387.0	6.0		81.0	140	150	136	Atlantic and Great Western	56,357,560		83,348	29,564,405	29,919,900	1,136,810	50,721,124	507.0	2,041,771	4,883,490	1,476,034	13		
31 Oct. '66	66.0	2.5		4.5	21	9	283	Catawissa	3,634,000			3,260,000	266,000		3,634,000	67.5	227,645	447,052	120,543	8		
31 Oct. '66	113.0			6.3	15	12	150	Cumberland Valley	1,691,037			1,316,900	334,000		1,691,037	74.0	397,024	504,408	832,281	20		
31 Oct. '66	74.0			70.0	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,012,417		11,238,600	3,270,500	717,222	15,376,322	204.5	1,900,716	2,738,494	714,834	20		
31 Oct. '66	36.0	1.7		6.0	19	8	96	East Pennsylvania	1,342,051	227,659		654,100	74,000		1,099,412	36.0	109,412	446,078	227,034	5		
31 Oct. '66	78.0			16.0	10	6	620	Elmira and Williamsport	2,298,000	352,000		1,000,000	1,620,000		2,620,000	78.0	285,143	517,581	104,000	25		
31 Oct. '66	18.5			6.0	15	11	446	Erle and Northeast	700,000		30,000	600,000	400,000		1,000,000	18.5	168,823	629,438	160,700	25		
31 Oct. '66	81.6	2.0		6.2	15	11	446	Erle and Pittsburgh	1,842,920	554,628	225,000	664,300	1,248,704	436,296	2,622,548	98.6	313,002	618,460	235,163	7		
31 Oct. '66	38.0	18.0		17.9				Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	oper. by Penn. R.R. Co.				7		
31 Oct. '66	32.0			1.4	44.0	4	2	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972			
31 Oct. '66	44.0	15.7		11.7	6.0	18	3	Huntingdon and Broad Top	2,188,498			686,130	1,462,140		2,188,498	59.7	104,262	260,900	84,966	16		
31 Oct. '66	80.0	2.0		13.5	21	6	1,278	Lackawanna and Bloomsburg	3,741,831	22,315		1,336,000	2,401,645	68,880	3,812,142	82.0	484,760	818,378	286,014			
31 Oct. '66	71.0	57.5		130.0	86	19	5,476	Lehigh Valley	9,941,432	3,052,790	1,668,965	2,606,100	885,000	73,555	3,604,655	oper. by Reading R.R.				2		
31 Oct. '66	23.0			8.0				Little Schuylkill	4,406,283			3,740,800			3,740,800					2		
31 Oct. '66	138.0			64.1				Mine Hill and Schuylk. Haven	7,564,963	665,222	467,050	3,150,150	3,124,737		6,887,235	67.5	345,558	902,212	382,500	36		
31 Oct. '66	65.6	11.9		14.8	23	22	687	New Pennsylvania	26,542,934	3,371,216	15,333,686	20,000,000	180,825		44,251,544	565.7	7,080,026	16,583,683	5,967,520	9		
31 Dec. '66	354.8	33.3		466.3	452	240	1,979	Pennsylvania	1,139,019	268,439	409,896	1,491,850	159,800		1,517,554	24.2	274,819	606,346	247,446	9		
31 Oct. '66	17.0	3.0		19.3	19	42	119	Phila., German'n & Norris'n	17,369,733			5,683,700	13,900,000	600	18,084,300	237.4	1,424,110	2,541,062	454,077	284		
31 Dec. '66	287.5			63.3	267	11	8,043	Phila. and (Sunbury) Erie	19,566,408	3,765,774	2,399,368	22,742,867	6,719,562		32,577,548	474.8	4,261,336	10,919,819	6,016,610	10		
30 Nov. '66	147.0			256.4				Philadelphia and Reading	1,368,284		272,223	1,099,120	200,000		1,641,407	24.6	195,476	849,446	316,754	15		
31 Oct. '66	23.5			30.0				Philadelphia and Trenton	10,469,300			1,778,120	1,450,000		10,469,300	197.0	880,326	2,470,958	1,047,687	10		
31 Oct. '66	63.4			90.6	50	72	943	Phila., Wilmington and Balt.	2,482,068		229,792	1,019,139	1,500,000	73,108	3,842,237	70.9	242,062	393,108	254,966			
31 Dec. '66	468.5			138.1	189	12	2,429	Pittsb'g, Ft. Wayne & Chicago	24,284,749		2,678,792	9,940,983	12,668,500	1,062,343	36,927,540	468.5	4,946,413	7,467,317	2,319,631	10		
31 Oct. '66	23.0			8.0	7			Shamokin Valley & Pottsville	1,669,450			869,450	700,000		1,669,450	28.0	149,056	348,128	130,399	40		
31 Oct. '66	23.1			4.0	8	13	38	Westchester & Philadelphia	1,645,387	146,721	10,000	654,036	992,900	113,865	1,760,501	35.4	144,402	867,550	143,500			
31 Oct. '66	36.6			4.7	8	263	263	Tioga	826,861	247,246	22,301	519,400	816,000	26,292	1,096,913	36.0	120,904	264,123	122,312	26		
RHODE ISLAND.																						
31 Aug. '66	62.0			4.0	16	18	140	N. Y., Providence and Boston	2,568,000			1,755,381	500,000		2,255,381	62.0	240,600	625,641	169,323	12		
SOUTH CAROLINA.																						
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,296	197,905	1,099,536	51.9		283,263	151,586	6		
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,585,000	109.6		341,190	125,871			
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,459,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871			
28 Feb. '59	102.0							North Eastern	2,011,652			955,743	980,410	108,172	2,057,225	102.0		220,014	96,145			
31 Dec. '66	136.0	106.0			47	34	343	South Carolina	8,511,957		549,110	5,819,276	3,634,796	447,491	9,937,175	242.0		1,312,788	387,332			
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		506,214	514,000	99,110	1,137,707	47.6		29,967	19,137			
30 June '66	37.0			1.8	17	11	200	East Tennessee and Georgia			821,293	657,700	2,141,970		140.0	10 mos.	441,029	154,081				
30 June '66	140.0			8.0	15	8	185	East Tennessee and Virginia	3,390,984		844,294	5,312,728	2,885,990	1,462,314	11,092,891	291.0	406,061	1,274,307	824,142			
30 Jun. '66	271.6	19.4	20.0		52	41	349	Memphis and Charleston	5,966,205			670,000	1,361,000	145,000								
1859	271.6	16.0	20.0		8.9	9	242	Memphis and Ohio	2,259,267	141,144		2,000,000	100,500									
1859	100.0			30.6	58.8			Memphis, Clarksv. & Louisv.	3,015,107			828,390	1,089,800	992,679	3,015,107	99.2		367,252	173,729			
1859	47.4			2.3	4	5	92	Mississippi and Tennessee	892,710		82,905	317,447	632,500	22,369		47.4	54,178	83,129	44,666			
1859	34.2			7.0	12	2	81	Mississippi Central and Tenn.	533,907		56,516	144,894	406,000	5,000		34.2	90,066	23,908	15,362			
30 Nov. '60	149.7	44.0		7.9	39	17	319	McMinnville and Manchester	8,632,882			2,666,544	1,731,000			149.7		734,118	337,384	6		
1859								Nashville and Chattanooga														
1860	45.8			4.2	11.7	5	52	Nashville and Northwestern	76,016	76,016		595,922	860,000	304,544		45.8	87,960	127,958	87,243			
1859	30.0			0.6	8.0			Tennessee and Alabama				216,962	413,000	405,477		30.0		1,248				
								Winchester and Alabama														
TEXAS, (all aided by State).																						
				153.0				Buffalo Bayou, Braz. & Col'do								32.0						
				184.0				Galvest., Houst. & Henderson								54.0						
				1.6	75.0	2	1	40	Houston and Brazoria	1,250,000		275,000	240,000	171,500		60.0	31,300	82,676				
1 May '60	60.0			0.6	280.0	7	6	124	Houston and Texas Central	4,292,345		465,000	975,000	369,000		70.0	102,200	282,840	190,568			
				110.0				San Antonio & Mexican Gulf.								25.0						
VERMONT.																						
May '63	110.3			6.6	10	10	302	Connect. & Passumpsic Rivers	2,890,063		190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,598			
Aug. '63	119.6			18.0	26	26	568	Rutland and Burlington	3,991,706	556,276		2,233,376	3,267,471	895,219	6,586,166	119.6	449,361	423,027	112,163			
Aug. '68	92.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000	1,306,683		1,306,683	62.6	136,761	185,474	67,786			
3 May '68	117.0	2.0	26.0		54	40	1,069	Vermont Central	8,402,056			5,000,000	3,500,000		8,500,000	151.5	1,030,304	1,477,732	37,326	1		
31 May '68	47.0	18.5	6.3					Vermont and Canada	2,350,000			2,140,000			2,250,000	oper. by Vt. Central		180,000		8		
Jun. '68	23.6		0.9		4	6	39	Vermont Valley	1,212,274			616,164	793,200			23.6		90,275	31,568			
30 Jun. '68	56.0	5.5	3.6					Western Vermont	1,083,500			332,000	700,000			oper. r.b. Troy & Boet.		88,582				
VIRGINIA.																						
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,408,018	36,188	88,131	1,534,194							
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,867	775,500	118,789		113.7	708,034	136,309	43,062			
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	606,610	155,161	6 months	79.2	47,702	64,121	16,382			
30 Sep. '66	103.5							Northwestern Virginia	5,322,160			468,000	6,719,226			103.5		695,703	127,036	164		
30 Sep. '66	88.3	68.4	10.0		16	16	123	Orange and Alexandria				2,008,665	2,923,000	380,780		67.7	6 mos.	600,101	109,661	164		
30 Sep. '66	123.3	10.1			13	7	107	Petersburg and Lynchburg	3,538,272			1,395,000	1,651,900	124,931	3,565,187	133.4		296,531	40,581			
30 Sep. '66	59.2	21.8			14	17	131	Petersburg and Roanoke	1,223,526			883,200	102,500	5,799	1,496,627							

## PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Oamden & Atlantic (preferred)	620,800	7	7	20
Ontario (preferred)	1,150,000	7	7	25
Chenango (guaranteed)	350,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,825	7	7	60
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & North Western (pref.)	12,994,720	7	7	70
Coehecho (preferred)	177,750	7	7	---
Ct. & Passumpsic Rivers, (pref.)	1,735,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,985,171	7	7	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,535,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,550	7	7	65
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	375,000	7	7	---
Lackawanna & Bloomsburg (pref.)	875,000	7	7	---
Marquette & Cincinnati (1st pref.)	6,546,126	7	7	21
" (2d pref.)	4,051,744	7	7	20
Michigan S. & N. Indiana (guar.)	197,750	10	10	140
Mill & Prairie du Chien (1st pref.)	3,204,290	8	8	87
" (2d pref.)	3,414,400	7	7	73
Milwaukee & St. Paul (preferred)	1,750,000	7	7	62
New Haven & Northampton (guar.)	1,010,000	8	8	55
New York & Harlem (preferred)	1,500,000	6	6	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Patterson & Hudson (guaranteed)	630,000	8	8	---
Patterson & Ramapo (guaranteed)	248,000	8	8	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,900	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Sauc. & Portsmouth (guar.)	1,500,000	6	6	---
Rensselaer & Burlington (preferred)	352,700	8	8	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	83
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	7	---
" (2d pref.)	908,426	7	7	---
Troy & Greenbush (guaranteed)	274,400	6	6	48
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,403,300	7	7	---
White Mountains (guaranteed)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,957,343	6	J. & J.	1856	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" " sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Oamden & Amb RR					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	---
Interest Certificates	161,900	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,158	6	Qtrly.	1870	---
Six per cent. Loan	5,434,351	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1866	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	"	1876	89
Boat Loan	252,907	6	"	1876	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91
2d Mortgage	3,950,070	6	J. & J.	1882	74
Improvement	1,601,070	6	M. & N.	1876	74
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6	J. & J.	1865	---
Mid. stg. loan converted	200,376	6	"	1865	---
Mortgage bonds	963,000	6	"	1878	65
Preferred Interest b'ds.	227,569	6	"	1878	21
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susquehanna:					
1st Mortgage, s'k'g'und	450,000	6	J. & J.	1878	83
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	85

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563		95
Chesapeake and Ohio	100	8,224,595		
Delaware Division	100	1,633,350		59
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania.	50	64,000	10	
Illinois and Michigan.				
Lehigh Navigation	50	6,968,146	10	44
Monongahela Navigation	50	728,800	3	
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	119
North Branch	100			
Sault Ste Marie.	100			
Schuylkill Navigation (consolid.)	100			
" (preferred)	50	1,908,207		20
Susquehanna and Tide Water	50	2,888,988		31
Union	50	2,048,260		16
Union (preferred).	50	2,787,000		24
West Branch and Susquehanna	100	1,100,000		6
Wyoming Valley.	50	750,000	16	45

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)..... per ton 41 50 @ 45 --  
Pig, American, No. 1..... 42 -- @ 44 --  
Bar, Refined, English..... 85 -- @ 90 --  
Bar, Swedes, assorted sizes (in gold)..... 92 50 @ 105 --

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qty.)..... per lb. 18 @ -- 23  
English Spring (1st & 2d qty.)..... 104 @ -- 124  
English Blister (1st & 2d qty.)..... 114 @ -- 20  
English Machinery..... 134 @ -- 16  
German..... 14 @ -- 16  
American, Blister..... 114 @ -- 17  
American, Cast, Hammered..... 19 @ -- --  
American, Cast, Rolled..... 12 @ -- 15  
American Spring..... 12 @ -- 15  
American Machinery..... 12 @ -- 14

COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)..... per lb. -- @ -- 35  
Sheathing, Yellow..... -- @ -- 25  
Pig, Chile..... -- @ -- --  
Bolts..... 34 @ -- 35  
Braziers..... 32 1/2 @ -- 33  
American Ingot (cash)..... 23 1/2 @ -- 24

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.

Galena..... per 100 lb. -- @ -- --  
Spanish..... 6 50 @ 6 62 1/2  
German Refined..... 6 50 @ 6 62 1/2  
English..... 6 50 @ 6 87 1/2  
Bar..... per lb. 10 @ -- --  
Pipe and Sheet..... 10 25 @ -- --

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)..... per lb. -- @ -- 26 1/2  
Straits (gold)..... 24 1/2 @ -- 24 1/2  
English (gold)..... 23 1/2 @ -- 24

Plates, I.C. Charcoal p. box. 9 -- @ 9 50 12 75 @ 13 50  
Plates, I.C. Coke..... 7 37 1/2 @ 8 -- 10 50 @ 12 25  
Plates, Coke Terne..... 6 75 @ -- -- 9 50  
Plates, Charcoal Terne..... 8 75 @ 9 -- 12 50 @ 12 75

NAILES—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).

Cut, 4d @ 60d (cash)..... per 100 lb. 5 75 @ 6 --  
Cinch..... (cash)..... 7 25 @ 7 50  
Copper..... -- @ -- 42  
Ausable Horse, Norway Iron, Forged..... -- @ -- --  
Zinc Nails..... (6 mos.)..... 18 @ -- --

PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40 @ 47 gravity..... 13 1/2 @ -- 14  
Refined, free L. S. to White..... 41 1/2 @ -- 42  
Ref'd, in bond, prime L. S. to White..... -- @ -- 22  
Ref'd, in bond, Standard White..... 23 1/2 @ -- 24  
Naphtha, Refined (60 @ 65 gravity)..... -- @ -- 22

## New York Stock Exchange.

## Actual Sale Prices for the week ending July 17.

	Th 11 F. 12 Sat. 13. M 15. Tu. 16 W. 17				
Atlantic M. S. S. Co.	109	110 1/2	110 1/2	111 1/2	111 1/2
At. & Gt. W. (O) 1st mt.	---	---	---	---	---
Buffalo, N. Y. & E. M.	---	---	---	---	---
California 7s	122	---	---	---	---
Canton Co.	50	48 1/2	48 1/2	49 1/2	49
Central Am. Transit.	---	---	---	---	---
Chicago & Alton	114	---	---	114	114
" " pref.	---	---	---	---	---
" " 1 M.	---	---	---	---	---
" " S. F.	---	---	---	---	---
" " Inc. b'ds	---	---	---	---	---
Chicago, Burl. & Q.	---	---	---	146	---
" " 8 p.c.	---	---	---	---	---
Ohio & Northwest	46 1/2	45 1/2	45	46	46 1/2
" " pref.	69	68 1/2	69	70	71
" " 1st M.	55	56 1/2	---	56	58
" " 2d M.	---	---	---	---	---
" " S. F.	---	---	---	---	---
" " Consol.	80	---	---	82 1/2	81
Chicago & Rock Isl.	98 1/2	97 1/2	97 1/2	99	98 1/2
" " 1st M. 70	---	---	---	---	---
Olev., Col. and Cin.	---	---	---	104	---
Olev. and Pittsburgh	93 1/2	90 1/2	91 1/2	93 1/2	93 1/2
" " 2 M.	---	---	---	---	---
" " 3 M.	---	---	---	---	---
" " 4 M.	---	---	---	---	---
Olev. and Toledo	120 1/2	120 1/2	119 1/2	120 1/2	121 1/2
" " 8 p.c.	---	---	---	102	---
Cumberland Coal, pref	41 1/2	40 1/2	40	40 1/2	39 1/2
Del. & Hudson Canal	156	---	---	148 1/2	150
Del., Lack. & West	124 1/2	---	---	---	---
" " 1 M. S. p. c. 71-5	---	---	---	---	---
" " 2 M. S. p. c. 81	---	---	---	---	---
Erie	72	70 1/2	70 1/2	72 1/2	72 1/2
" " pref.	77	77 1/2	---	77 1/2	---
" " 1 M. 7 p. c. 87	---	---	---	---	---
" " 2 M. 7 p. c. 79	102 1/2	---	---	---	---
" " 3 M. 7 p. c. 83	---	---	---	---	---
" " 4 M. 7 p. c. 80	---	---	---	---	---
" " 5 M. 7 p. c. 88	---	---	---	---	---
Hudson River	110	110	109 1/2	110	110 1/2
" " scrip	---	---	---	---	---
" " 1 M. 7 p. c. 69	---	---	---	---	---
" " 2 M. S. F.	---	---	---	---	103
" " 3 M. 7 p. c. 76	---	---	---	---	---
" " conv. bonds	---	---	---	---	---
Illinois Central	124	---	---	124	124 1/2
" " Can. b'ds.	---	---	---	---	---
" " bonds	---	---	---	---	---
Marquette & Cin. 1st pref.	---	20	21	---	---
" " 2d	---	---	---	---	---
" " 1st mort.	11 1/2	11 1/2	10 1/2	10 1/2	---
Mariposa Mining Co.	11 1/2	110 1/2	110	109 1/2	110
Michigan Central	111	---	---	---	---
" " S. F. S. p. c. 82	---	---	---	---	---
" " conv. S. p. c. 69	---	---	---	---	---
M. S. and N. I.	82 1/2	80 1/2	80 1/2	81 1/2	80 1/2
" " guar'd	---	---	---	---	---
" " 1 M. S. F.	---	---	---	---	---
" " 2 M.	---	---	---	90	---
Mill and P. du Chien	---	---	---	---	---
" " 1st pref.	---	---	---	---	---
" " 2d pref.	---	---	---	---	---
" " 1st M.	48 1/2	46	46 1/2	47 1/2	47
Milw. and St. Paul	66	65	65 1/2	64 1/2	63 1/2
" " pref.	---	---	---	---	---
" " 1st mort.	---	---	---	---	---
" " 2d mort.	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---
" " I. G. bonds	---	---	---	---	---
Missouri 6s	98	100	101 1/2	100 1/2	103 1/2
" " iss. to H. & St. J. R.	80	---	---	79 1/2	---
" " Pacific	98 1/2	---	---	---	---
New York Central	106 1/2	106 1/2	106 1/2	106 1/2	107
" " Real Estate	---	---	---	---	---
" " 7s S. F. 76	---	---	---	---	---
" " 7s conv. 76	---	---	---	---	---
" " 6s S. F. 83	---	---	---	---	---
" " 6s S. F. 87	---	---	---	---	---
N. York & Harlem	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 1 M. 7 p. c. 73	---	---	---	---	---
" " 2 M. 7 p. c. 64	---	---	---	---	---
" " 3 M. 7 p. c. 67	---	---	---	---	---
North Carolina 6s	---	59	59 1/2	60 1/2	59
" " ex-coupon	59	59	60	59	58
" " new	27 1/2	27 1/2	26 1/2	26 1/2	26 1/2
Ohio & Miss. cor.	27 1/2	---	---	---	---</



## New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	116	116	116	116	116
U. S. 5s, 1871, coup.	110	110	110	110	110
U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 1885, coup.	102	102	102	102	102
U. S. 5s, 10-40s, coup.	102	102	102	102	102
U. S. 5s, 10-40s, reg.	102	102	102	102	102
U. S. 5s, 1881, reg.	110	110	110	110	110
U. S. 5s, 1881, cou.	110	110	110	110	110
U. S. 5s, '81, O.W.L.Y.	110	110	110	110	110
U. S. 5s, 1881, " 47.	110	110	110	110	110
U. S. 5s, 1887, reg.	110	110	110	110	110
U. S. 5s, 1888, reg.	110	110	110	110	110
U. S. 5s, 1888, coup.	110	110	110	110	110
U. S. 5s, 5-20s, c. 1882.	111	111	111	111	111
U. S. 5s, 5-20s, c. 1884.	109	109	109	109	109
U. S. 5s, 5-20s, c. 1885.	109	109	109	109	109
U. S. 5s, " reg.	109	109	109	109	109
7.30 Notes, 1st series.	108	108	108	108	108
" " 2d series.	108	108	108	108	108
" " 3d series.	108	108	108	108	108
American Gold.	108	108	108	108	108

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 16.

W. 10. Th. 11. F. 12 Sat. 13. M. 15. Tu. 16.

Catawissa					
preferred	28	28	28	28	28
Camden & Amboy	130	130	130	130	130
" " 6s '87	130	130	130	130	130
" " 6s '70	130	130	130	130	130
" " 6s '75	130	130	130	130	130
" " 6s '83	130	130	130	130	130
" " 6s '89	130	130	130	130	130
" mort. 6s '89	93	93	93	93	93
Ches. & Del. Canal 6s '86	93	93	93	93	93
Del. Div. Canal	93	93	93	93	93
Elmira & Wmport	93	93	93	93	93
" " pref.	93	93	93	93	93
" " 7s '92	93	93	93	93	93
Lehigh Navigation	46	46	46	46	46
" " 6s '84	46	46	46	46	46
Lehigh Valley R. R.	57	57	57	57	57
" " 6s	93	93	93	93	93
Little Schuylkill R. R.	31	31	31	31	31
" " 7s	31	31	31	31	31
Long Island	93	93	93	93	93
" " 6s	93	93	93	93	93
Minehill	93	93	93	93	93
Morris Canal	55	55	55	55	55
" " pref.	119	119	119	119	119
" " 6s '76	99	99	99	99	99
North Pennsylvania	36	36	36	36	36
" " 6s	114	114	114	114	114
" " 10s	114	114	114	114	114
Northern Central	52	52	52	52	52
Pennsylvania R. R.	52	52	52	52	52
" " 1st m.	91	91	91	91	91
" " 2d m.	91	91	91	91	91
Penn. State, 5s	95	95	95	95	95
" " 5s coupon	95	95	95	95	95
" " 6s W. L.	107	107	107	107	107
Philadelphia City, 6s	95	95	95	95	95
" " new 100	100	100	100	100	100
" " munc.	99	99	99	99	99
Philad. Germ. & Nor.	64	64	64	64	64
Phila. & Reading	53	53	53	53	53
" " 6s '86	53	53	53	53	53
" " 6s '70	95	95	95	95	95
Philadelphia & Erie	28	28	28	28	28
" " 6s '92	28	28	28	28	28
Philad. & Sunbury, 7s	93	93	93	93	93
Schuylkill Navigation	31	31	31	31	31
" " pref. 31	31	31	31	31	31
" " 6s '82	31	31	31	31	31
" " 6s '76	31	31	31	31	31
" " 6s '72	31	31	31	31	31
Susq. Canal	65	65	65	65	65
" " 6s '78	65	65	65	65	65
Union Canal, pref.	22	22	22	22	22
" " 6s '83	22	22	22	22	22
West Br. Canal 6s '78	95	95	95	95	95
Wyoming Valley Canal	95	95	95	95	95
" " bonds	95	95	95	95	95
Hestonville, (Horse)	12	12	12	12	12
Chestnut & Wal.	12	12	12	12	12
Green & Conest.	12	12	12	12	12
2d and 3d streets	12	12	12	12	12
Spruce & Pine	12	12	12	12	12

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 16.

W. 10. Th. 11. F. 12 Sat. 13. M. 15. Tu. 16.

Baltimore City 6s, 1875.	97	97	97	97	97
" " 1886.	97	97	97	97	97
" " 1870.	97	97	97	97	97
" " 1890.	98	98	98	98	98
Balt. and Ohio	98	98	98	98	98
" " b'ds '82.	114	114	114	114	114
" " '87.	114	114	114	114	114
" " '75.	114	114	114	114	114
" " '80.	114	114	114	114	114
" " '85.	97	97	97	97	97
Northern Central	43	43	43	43	43
" " b'ds, 1885.	81	81	81	81	81
" " 1900.	81	81	81	81	81
City Passenger R. R.	19	19	19	19	19

## Boston Stock Exchange.

Actual Sale Prices for the week ending July 17.

Th. 11. F. 12 Sat. 13. M. 15. Tu. 16. W. 17

Boston and Lowell	115	115	115	115	115
Boston and Maine	129	129	129	129	129
Boston and Providence	135	135	135	135	135
Boston and Worcester	143	143	143	143	143
Cheshire, pref.	59	59	59	59	59
Concord	60	60	60	60	60
Connecticut River	110	110	110	110	110
Eastern, Mass.	109	109	109	109	109
Eastern, N. H.	109	109	109	109	109
Fitchburg	116	116	116	116	116
Manchester & Lowell	116	116	116	116	116
Michigan Central	92	92	92	92	92
Northern, N. H.	92	92	92	92	92
Old Colony & Newport	92	92	92	92	92
Ph. Wil. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports.	100	100	100	100	100
Vermont & Canada	95	95	95	95	95
Vermont & Mass.	135	135	135	135	135
Western	135	135	135	135	135
Broadway (Horse)	88	88	88	88	88
Cambridge	54	54	54	54	54
Metropolitan	54	54	54	54	54
Middlesex	40	40	40	40	40
Central Mining Co.	23	23	23	23	23
Copper Falls	17	17	17	17	17
Franklin	17	17	17	17	17
Huron	14	14	14	14	14
Ile Royale	500	500	500	500	500
National	500	500	500	500	500
Minnesota	6	6	6	6	6
Pewabic	12	12	12	12	12
Pittsburg	21	21	21	21	21
Quincy	6	6	6	6	6
Rockland	6	6	6	6	6

## London Stock Exchange.

The following were the closing prices for American Securities on the 21st and 28th of June.

		Closing Prices—	
		June 21.	June 28.
United States, 6-20s, 6 per cent 1882.	724	724	724
Do. do. 6 do. 1884.	70	70	70
Do. do. 6 do. 1885.	70	70	70
Do. do. 6 do. 1886.	87	87	87
Do. 5 per cent, 1874.	70	70	70
Virginia State, 5 per cent	58	58	58
Do. 6 per cent	45	45	45
Atl. & Gt. Western, N. Y. sec. 1st mort., 1880, 7 per cent	50	50	50
Do. do. 2d mort., 1881	50	50	50
Do. Penn., 1st mort., 1877	50	50	50
Do. do. 2d mort., 1882	50	50	50
Do. consold. mort. bonds, 1890.	25	25	25
Erie shares, \$100 (all paid), 8 p. c.	38	38	38
Do. convertible bonds, 6 p. c.	66	66	66
Do. 3d mort., 1883, 7 p. c.	69	69	69
Illinois Central, 6 p. c., 1875	88	88	88
Do. 7 p. c., 1875	74	74	74
Do. \$100 shares (all paid)	78	78	78
Marietta & Cin. R. R. bonds, 7 p. c.	66	66	66
Mich. Cen. convertible, 1889, 8 p. c.	68	68	68
Do. S. F. 1st mort., 8 p. c., 1882	67	67	67
New York Central \$100 shares	60	60	60
Panama R. R. 2d mort., 1872, 7 p. c.	101	101	101
Penn. R.R. bonds, 2d mort. con. 6 p. c.	89	89	89
Do. \$50 shares	35	35	35
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78	78	78
Do. with option to be paid in Phil.	78	78	78

## American Railroad Journal.

Saturday, July 20, 1867.

## Stock Exchange and Money Market.

Money continues in very good supply, and call loans are easily negotiated by responsible parties at 4 per cent. on the public funds, and 5 per cent. on other prime stock collaterals. At these rates, the current offerings are largely in excess of the wants of the leading street houses, who alone are in favor with lenders. Balances are accumulating at bank and through private channels, through the inability of the owners to place them advantageously. The public securities have been less sought after, as an investment medium; but are again coming into favor, for this purpose, as we write. The discount houses are doing very little, save in strictly prime short-date commercial paper, of which the available offerings are light, and on which the rates are 6@6½ per cent. per annum. Government disbursements are on a reduced scale, especially through the local office.

The public creditors do not seem to be in any hurry to collect their matured claims. Holders of the July, 1864, Compound Interest Notes have not all presented their hoards for redemption, though the notes matured and ceased to bear interest on the 15th inst. The banks own a good many of them, and as they are a legal tender, and the banks are not able to employ all their other balances profitably, they seem inclined to allow the matured notes to remain in their vaults. The city banks, in their last week return, made a very strong exhibit, having during the past week, gained \$6,347,751 in the deposit line, \$1,862,233 in specie reserve, \$1,279,751 in the legal tender hoard. They added \$1,551,772 to their loans, and contracted their circulation \$15,528. The specie reserve of the banks is now \$12,715,404, against \$12,451,684 same time last year. The city bank deposits are now \$197,872,063, against \$207,190,943 week ending July 14, 1866. The legal tender reserve amounts to \$72,495,708, against \$75,541,977 same time last year. The circulation now stands at \$33,653,869, against \$27,804,172 same time last year. The loans are now \$247,913,069, against \$259,133,434 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$86,893,264 a day, against a daily average of \$82,346,998 the preceding week, and \$82,324,059 the week ending with June 29. The current week's exchanges average \$94,727,379 a day.

National Bank notes to the amount of \$160,550 were issued last week, making the total issue to 1,671 banks thus far, \$303,206,276, against \$282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$4,425,962, leaving, with the existing 1,650 banks, (having an aggregate capital of \$422,913,861,) an actual circulation at this date, of \$298,770,314. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,618,500; and for the public deposits, \$38,878,450—making a total of \$379,496,950. The Treasury Department last week redeemed and destroyed \$349,000 of worn and mutilated fractional currency, and issued \$465,955.

The Philadelphia Bank movement the past week shows an increase in loans, of \$382,280; a decrease of \$42,552 in specie; an increase in legal tenders of \$212,239; an increase of \$807,770 in deposits; and an increase of \$1,569 in circulation. The Bank Clearings show an increase of \$2,762,694, and the balances, an increase of \$160,603.

Government revenues were less prolific in the excise line, last week, but were up to a full average in the form of customs. The excises, last week, yielded \$4,875,294, against \$3,351,822, the preceding week; customs at the port of New York \$2,078,271, and at the outports, about \$670,000 (in coin) more, making the grand total income for the week equal about \$8,723,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been \$16,000,000.

The U. S. Sub-Treasury receipts, week ending with July 13, were \$28,583,967, including \$2,078,

271 from customs duties; payments, \$28,444,856; balance at the close of the week, \$130,581,603; against \$130,492,492, at the close of the preceding week, showing an increase of \$89,111. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$7,877,165 including \$235,559 from customs, and payments, \$9,073,462; on Tuesday, receipts, \$2,332,021 including \$446,258 from customs, payments, \$1,094,716. The balance at the close of business on Tuesday stood at \$130,632,610, against \$119,112,871 a week previous.

Gold has been in much more active speculative demand, and has advanced to 140%. The buoyancy was most marked on Tuesday of the current week, when the message of President Johnson, on the reconstruction theme, was used by the bulls as an element of inflation. The customs and export demand was moderate. Wednesday's business was less spirited, and the closing figures were 139% @ 140. Wednesday's exports of specie from this port amounted to \$737,100; and from Boston to \$192,000. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$1,595,987. The customs demand for Gold last week, averaged \$346,378 a day; thus far, this week, it has been equal to \$340,908 a day, or equal to a weekly aggregate of \$2,045,448. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were \$22,924, and from California, \$700,112. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$64,118,511, against \$72,858,498 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$14,793,540, against \$20,541,141 same time last year, showing a decrease this year, of \$5,747,601. The exports of specie from this port, last week, were \$4,659,935. The total outflow of specie from the port, since Jan. 1, 1867, has been \$31,213,658, against \$49,363,138 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$2,693,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$35,993,329, against \$28,177,448 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached \$14,863,783, against \$15,035,553 same time last year, showing a decrease, in 1867, of \$171,770.

An improved inquiry prevailed, early in the week, for prime bills on London, and rates stiffened a little. Toward the close, the market was less firm, under a diminished call, and an increasing supply. Bankers' 60 day bills on London closed steadily on Wednesday at 110@110½, and on Paris to 5.16½@5.12½; sight bills on London to 110½@110¾; and on Paris to 5.12½@5.10. The offerings of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,325,599, making the total value of exports since Jan. 1, 1867, \$104,178,867, against \$113,255,966 same time in the preceding year.

Government securities have been less freely inquired for, and have been depressed in price. The worst sales were made on Wednesday forenoon,

under a pressure to realize. During the afternoon of that day, the demand revived again, and prices exhibited an upward tendency. The compound interest notes of July, 1864, having matured, have ceased to be a quotable investment. We, therefore, drop them from our list. U. S. sixes of 1881 closed here on Wednesday at 109½@110½; U. S. Five-twenties of 1862, 111½@111¾; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109½@109¾; U. S. Five-twenties of 1865, consolidated, 108@108½; U. S. Five-twenties of 1867, 107½@108; U. S. Ten-forties at 101½@102, and U. S. Seven-thirties at 107½@107¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

August, 1864....119	August, 1865....115½
October, 1864....117½	September, 1865....115
December, 1864....117½	October, 1865....114½
May, 1865....116½	

Railway and miscellaneous stocks have been quite active, but variable in price; most of the earlier dealings of the week having been at reduced rates. Wednesday's business was on a more buoyant basis, and the temper of the market was decidedly *bullish*.

Produce and merchandise have been more freely offered, and have been in less request. Breadstuffs and provisions have favored buyers, especially toward the close. Cotton has been quiet, but steady, with a comparatively light offering of desirable grades. Middling grades left off here on Wednesday tamely at 26@27½ cents per lb. as extremes. The stock of cotton now here is estimated at about 78,000 bales. The receipts at the port this week, have averaged about 1,600 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 618,000 bales, against exports of 449,586 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,835,000 bales, against 1,974,700 bales same time last year; exports, 1,498,000 bales, against 1,476,012 bales same time last year; estimated stock at latest dates, 167,000 bales, against 299,700 bales same time last year. At the Live Stock Market, this week, beeves have been in fair supply and moderate demand at from 14@17½; veal calves, 7½@12; sheep, 5@6½; lambs, 8½@10½, and swine 7½@8 cents per lb., all live weight. The week's receipts include 4,702 beeves, 1,809 calves, 21,236 sheep and lambs, and 17,119 swine. Foreign goods have been less active, and dry goods have been depressed. The total imports of foreign dry goods, last week, were \$1,699,056, and the total amount marketed \$1,077,055. The value of foreign merchandise imported last week, was \$3,713,520—making the grand total specie value of last week's imports of dry goods and merchandise, \$5,412,576, and since Jan. 1, 1867, \$137,949,424, against \$165,157,867 same time in the preceding fiscal year. The ocean freight market has been comparatively quiet at drooping rates with 558 vessels of all classes in port. For Liverpool we quote flour at 1s. @ 1s. 3d. per bbl.; grain at 3½c. @ 4d. per bushel; cotton at ¼@½d. per lb.; and heavy goods at 10s. @ 20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 3.	July 10.	July 17.
Consols .....	94½	94¾	94¾
U. S. 5-20's of 1862....	72¾	73	72¾
U. S. 5-20's of 1865....	70½	71	70¾
Erie .....	43½	44¼	46¾
Ill. Central.....	79	80¼	76¾

The New York exports, exclusive of specie, for the week ending July 16, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$4,076,857	\$3,325,599
Prev. reported.....	109,179,109	100,853,268

Since January 1.....\$113,255,966 \$104,178,867

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods .....	\$2,740,608	\$1,699,056
Gen. merchandise.....	3,759,747	3,713,520

Total for the week....	\$6,500,355	\$5,412,576
Previously reported....	158,657,512	132,536,848

Since January 1.....\$165,157,867 \$137,949,424

The balance in the Sub-Treasury on Wednesday was \$130,998,670 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1874, 100½; do., 5s, 1874, 92½; do., 7s, Bounty Loan, coupon, 105; Virginia 6s, ex-coupon, 53; do., new, 51; Georgia 7s, new, 83½; do., 6s, 71; Ohio 6s, 1881, 102; Kentucky 6s, 100; Brooklyn 6s, W. L., 92¾; Troy, Salem and Rutland 1st mort., 97; Chicago, Rock Island and Pacific 7s, 90; Second Avenue R. R., 65; Hannibal and St. Joseph pref., 63; New York and New Haven, 119; New Jersey Central, 122; Chicago and Great Eastern, 10; Morris and Essex, 65; Adams' Exp., 72; Wells-Fargo, Exp., 66; Am. Exp., 69; Merchants' Union Express, 30 per cent. paid, 17½; U. S. Express, 70½; Western Union Telegraph, 47½; do., 7s, 81½; Butler Coal, 17; American Coal, 49; Central Coal, 49; Wilkesbarre Coal, 39½; Manhattan Gas, 150; Mariposa pref., 23½; Boston Water Power Co., 22½; Ocean Bank, 101; Fourth National Bank, 105½; Importers' and Traders' Bank, 115; Continental Bank, 105; Bank of Commerce, 117; Am. Exchange Bank, 118; Merchants' Bank, 116; Metropolitan Bank, 128½; St. Nicholas Bank, 108; Ninth National Bank, 107; Bank of North America, 105; Corn Exchange Bank, 122; Phoenix Bank, 105; Central National Bank, 106; Shoe and Leather Bank, 108½; American Flag, 0.75; Benton Gold, 1.00; Consol. Gregory, 6.50; Corydon, 1.65; Columbian G. & S., 0.80; Davidson Copper, 1.60; Gunnell, Gold, 2.50; Holman, 0.12; Kipp and Buell, 0.50; Knowlton-Copper, 1.00; La Crosse Gold 0.90; Liberty Gold, 0.05; Montana Gold, 0.22; Midas Silver, 1.80; New York Gold, 1.19; Nye Gold, 0.07; People's G. & S., 0.40; Quartz Hill Gold, 1.90; Rocky Mt. Gold, 1.30; Smith and Parmalee, 5.25; Sensenderfer, 10.60; Texas, 0.16; Walkill Lead, 0.56.

Philadelphia.—Allegheny County coupon 5s, 73½; Pennsylvania 6s, 1st series, 101½; Camden and Burlington Co. R. R. 6s, 85; Reading mort. 6s, 90; Junction 2d mort., 98; Sunbury and Erie 7s, 97½; Huntingdon and Broad Top 7s, 31; Morris Canal Boat Loan, 90; West Branch Canal, 30; do., bonds, 88; 13th and 15th streets R. R., 18; New Creek Coal, 0.31; Hazleton Coal,



54; St. Nicholas Coal,  $\frac{1}{2}$ ; Ocean Oil,  $\frac{2}{3}$ ; Mechanics' Bank,  $31\frac{1}{2}$ ; Commercial Bank,  $56\frac{1}{2}$ ; Union Bank,  $63\frac{1}{2}$ ; Farmers' and Mechanics' Bank,  $140\frac{1}{2}$ ; Penn National Bank, 60; Girard Bank,  $57\frac{1}{4}$ . The latest quotations are: City 6s,  $95\frac{1}{2}$ @ $95\frac{3}{4}$ ; do., free of tax,  $99\frac{3}{4}$ @100; State 5s, reg.,  $1870, 97\frac{1}{4}$ @ $97\frac{1}{4}$ ; do., coupon,  $94\frac{1}{2}$ @ $95\frac{1}{2}$ ; do., 6s, W. L.,  $103\frac{1}{2}$ @ $103\frac{1}{2}$ ; Reading,  $52\frac{1}{2}$ @ $52\frac{1}{4}$ ; do., 6s, 1870,  $95\frac{1}{2}$ @ $95\frac{3}{4}$ ; do., bonds,  $89\frac{3}{4}$ @91; Camden and Amboy,  $129\frac{3}{4}$ @130; do., 6s, 1889 94@ $94\frac{1}{2}$ ; do., 1883, 90@91; Penn. R. R.,  $52\frac{3}{4}$ @ $52\frac{1}{2}$ ; do., 1st mort.,  $97\frac{1}{2}$ @98; do., 2d mort.,  $94\frac{3}{4}$ @ $95\frac{1}{2}$ ; Little Schuylkill R. R.,  $30\frac{1}{2}$ @ $31\frac{3}{8}$ ; Morris Canal,  $54\frac{1}{2}$ @56; do., pref.,  $118\frac{1}{2}$ @119; do., bonds, 90@91; Wyoming Valley Canal,  $45\frac{1}{2}$ @ $45\frac{1}{2}$ ; do., 6s,  $84\frac{1}{2}$ @85; Susquehanna Canal,  $17\frac{3}{8}$ @ $17\frac{3}{8}$ ; do., 6s,  $64\frac{1}{2}$ @65; Sch. Nav., 19@20; do., pref.,  $30\frac{1}{2}$ @ $31\frac{1}{2}$ ; do., 6s, 1882,  $73\frac{3}{4}$ @ $74\frac{1}{2}$ ; Union Canal bonds, 21@ $22\frac{1}{2}$ ; Delaware Div. Canal,  $56\frac{3}{4}$ @57; do., bonds,  $85\frac{1}{2}$ @88; Elmira and Williamsport, 30@32; do., pref.,  $41\frac{1}{2}$ @45; do., 7s, 1873,  $91\frac{3}{4}$ @93; do., 5s, 62@ $62\frac{3}{4}$ ; Lehigh Coal and Navigation,  $43\frac{3}{4}$ @ $44\frac{1}{2}$ ; do., bonds, 1884, 89@ $89\frac{1}{4}$ ; North Pennsylvania,  $35\frac{1}{2}$ @ $36\frac{1}{2}$ ; do., 6s, 87@88; Philadelphia and Erie,  $28\frac{1}{2}$ @ $28\frac{1}{4}$ ; do., 6s, 92@94; Minehill, 56@57; Catawissa, 10@13; do., pref.,  $28\frac{1}{2}$ @29; Lehigh Valley, 58@ $58\frac{3}{4}$ ; do., bonds,  $92\frac{1}{4}$ @95; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 68@—; West Philadelphia, 65@66; Spruce and Pine,  $27\frac{1}{2}$ @ $27\frac{1}{2}$ ; Green and Coates, 30@ $30\frac{3}{4}$ ; Chestnut and Walnut,  $44\frac{1}{2}$ @ $45\frac{1}{2}$ ; Thirteenth and Fifteenth,  $17\frac{1}{2}$ @18; Girard College, 27@29; Tenth and Eleventh, 60@67; Union, 35@37; Hes tonville, 13@ $13\frac{3}{8}$ .

**Boston.**—Boston, Hartford and Erie,  $13\frac{1}{4}$ ; do., 7s,  $53\frac{1}{2}$ ; Vermont Central and Vermont and Canada 8s, 100@; Rutland and Burlington 1st mort., 150; Old Colony and Newport 6s, 1876,  $95\frac{1}{4}$ ; Vermont and Massachusetts 6s,  $92\frac{3}{4}$ ; New Bedford and Taunton 6s,  $96\frac{1}{2}$ ; Vermont Central 1st mort., 7s, consolidated, 60; Ogdensburg and Lake Champlain R. R.,  $57\frac{1}{2}$ ; do., pref., 100; Indianapolis and Cincinnati, 40@; Union Railway, 88; Boston and Worcester R. R. Rights, 5; Western R. R. Rights, 10ths,  $13\frac{3}{8}$ ; Adams Express Co., 64; Boston Water Power Co., 23; Waverly Land Co.,  $1\frac{1}{2}$ ; Essex Co., 103; Massachusetts 5s, 1893, gold,  $100\frac{3}{4}$ ; Chicago 7s, municipal,  $98\frac{1}{2}$ ; do., sewerage, 99; do., W. L.,  $98\frac{3}{4}$ ; St. Louis Co. renewal 7s, 1877,  $97\frac{1}{2}$ ; Cambridge 6s, 98; Boston 6s, 1875, currency,  $101\frac{1}{4}$ ; Salem 6s, 1877, W. L.,  $98\frac{1}{4}$ ; do., 10-50s,  $97\frac{1}{4}$ ; Albany 6s, 1879,  $94\frac{1}{2}$ ; Merchants' National Bank,  $109\frac{3}{4}$ ; Continental National Bank,  $110\frac{1}{2}$ ; Suffolk National Bank,  $114\frac{1}{4}$ ; Eagle National Bank,  $114\frac{3}{4}$ ; Columbian National Bank, 117; Allouez Mining Co.,  $6\frac{1}{4}$ ; Hecla, 15; Hancock, 7; Native,  $1\frac{1}{2}$ .

**Baltimore.**—N. W. Va. 1st mort.,  $92\frac{1}{2}$ ; do., 2d mort., 72; Marietta and Cincinnati 1st mort.,  $83\frac{1}{4}$ ; Virginia 6s, reg., old,  $41\frac{1}{2}$ ; do., 1866,  $38\frac{1}{4}$ ; Santa Clara Mining Co., 3; Bank of Baltimore, 108; Franklin Bank,  $13\frac{1}{4}$ ; Marine Bank,  $32\frac{3}{4}$ ; Mechanics' Bank,  $9\frac{3}{8}$ ; Union Bank,  $57\frac{1}{2}$ ; National Exchange Bank, 97; Merchants' Bank,  $103\frac{1}{4}$ ; Citizens' Bank, 14. The latest quotations are: Balt. and Ohio,  $114\frac{1}{2}$ @—; do., 6s, 1875,  $94\frac{1}{2}$ @ $95\frac{1}{2}$ ; do., 1880,  $95\frac{1}{2}$ @ $95\frac{1}{2}$ ; do., 1885,  $97\frac{1}{2}$ @98; Northern Central,  $44\frac{1}{4}$ @ $44\frac{1}{4}$ ; do., bonds, 1885,  $81\frac{1}{2}$ @ $81\frac{1}{2}$ ; N. W. Va., 15@18; do., 1st mort., 1878,  $92\frac{1}{2}$ @93; do., 2d mort., —@ $90\frac{1}{4}$ ; do., 3d mort., —@89; do., unguaranteed, 18@18; Ma-

rietta and Cincinnati 7s, 1891,  $83\frac{1}{2}$ @ $83\frac{1}{4}$ ; Central Ohio, 25@26; do., 1st mort., 85@88; Western Md. 6s, 70@72; do., 6s, guar., 90@96; Maryland 6s, coupon, 1870, 100@100@; do., Ins., 101@102; do., 1890, 100@102@; Baltimore 6s, 1870,  $97\frac{3}{4}$ @ $98\frac{1}{4}$ ; do., 1873, 97@98; do., 1875, 97@ $97\frac{1}{4}$ ; do., 1886,  $96\frac{3}{4}$ @ $97\frac{1}{4}$ ; do., 1890, 98@ $98\frac{1}{4}$ ; do., coupon, 100@100; do., Park, 97@ $97\frac{1}{4}$ ; do., 1892, 94@98; do., 5s, 1838, —70, 81@82; City Passenger R. R.,  $18\frac{3}{4}$ @ $19\frac{1}{4}$ ; Canton Co.,  $48\frac{1}{4}$ @—; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal,  $3\frac{1}{4}$ @ $6\frac{1}{2}$ ; George's Creek, 60@66; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.30; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

#### Improved Railroad Car Wheel.

We invite attention to the Advertisement, in another column, of "THE ELMATHAN SAMPSON IMPROVED RAILROAD CAR WHEEL," and also to the article on our first page, prepared on the occasion of the recent trial trip between Troy and Schenectady under the auspices of the New York Central Railroad Company. The improvement consists in so constructing the tread of the wheels as to enable the same to pass any curve in the track without undue strain upon the wheel, axle, truck frame, or rail. And a most excellent portion of the road was selected for the trial of its qualities in this respect; for, to use the words of the facetious reporter of one of the Troy journals, it "is a piece of the crookedest road to be found anywhere in the United States." It is claimed that by the use of this wheel there is less liability of the train being thrown from the track while passing rail joints, curves, or over any irregularities in the rails. There is also less lateral motion perceptible in the cars over these wheels, than those of the ordinary make. The opinion of the excursionists, among whom were a number of prominent railroad men, was unanimous that the invention was a perfect success. The manufacturers of this wheel are Messrs. JONAS S. HEART & Co., of Troy, N. Y.

#### To Railroad Contractors.

The Milford and Woonsocket R. R. Co., will receive proposals at their office in Milford, Worcester Co., Mass., until the 30th inst., for the grading and masonry of about  $3\frac{3}{4}$  miles of road, in sections of 1 mile,  $1\frac{1}{4}$  mile, and  $1\frac{1}{2}$  mile—the work to be completed by December 1, 1867. Also for the grading and masonry, furnishing and laying of the superstructures, and fencing the whole road, for a gross sum, and the supplying of all material, and labor, necessary to put the road in complete running order. The grading to be completed by January 1, and the whole to be completed by May 1, 1868. Address Geo. F. Draper, President, or Wm. F. Ellis, Engineer, Milford, Mass.

#### Lower California Company.

The Lower California Company has organized under a New York charter, electing Wm. G. Fargo, President; Wm. R. Travers, Treasurer, and George Wickes, Secretary. Commodore Garrison, August Belmont, General B. F. Butler, Leonard W. Jerome, Caleb Cushing, John A. Griswold and Richard Schell are the other Directors. General John A. Logan has accepted the position of Governor of the company and Superintendent of colonization, and will soon proceed to the Peninsula of Lower California.

#### Coal Tonnage of the Seven Competing Lines.

The U. S. R. R. & Mining Register gives the following statement of the number of tons of coal carried to market by the seven competing anthracite lines during the season of 1867, to July 6, (the Reading to July 11,) in comparison with the season, to corresponding date, in 1866:

	1867.	1866.
Phila. and Reading R. R.	1,887,204	2,143,897
Schuylkill Canal	453,735	629,565
Lehigh Valley R. R.	999,260	938,522
Lehigh Canal	325,804	379,928
Del. Lack. and W. R. R.	843,132	728,333
Del. and Hudson Canal	533,842	548,364
Pennsylvania Coal Co.	387,433	168,767

Total tons ..... 5,430,500 5,477,376

In 1865, the quantity carried to corresponding date, was 4,527,742 tons; and in 1864, 3,808,996 tons.

#### Central Pacific Railroad.

The Central Pacific Railroad of California, with 94 miles in operation, gives the following exhibit of earnings and expenses for the first six months of the current year, in gold:

	Gross Earnings.	Operating Expenses.	Net Earnings.
January	\$38,149 22	\$21,564 79	\$16,604 43
February	51,831 38	23,867 79	27,963 59
March	60,029 14	20,115 16	39,913 98
April	81,156 31	21,242 76	59,913 55
May	95,828 59	23,184 44	72,644 15
June	122,018 56	21,963 20	100,055 36
Totals	\$449,033 20	\$131,938 14	\$317,095 06

#### Belfast and Moosehead Lake Railroad.

Hon. Thomas Marshall, of Belfast, Me., has been elected president of the Belfast and Moosehead Lake Railroad Company. This company is making good progress in obtaining subscriptions, and the Belfast Journal says an offer has already been made to contract for building the railroad to Newport in Penobscot Co., a distance of 33 miles. The contractors offer to make a first class road, with sidings, fences, grading, rails, masonry, bridges, and everything complete except rolling stock, station houses and right of way, for one million dollars. The contractors will take \$250,000 in preferred stock. They stipulate that the line shall be located by Col. Wildes, or some other competent engineer. The offer comes from a responsible source, and can be closed at once, if desired.

John D. Hutchinson, Esq., of Troy, N. Y., has been awarded by the State contracting board the contract for building thirteen new iron bridges on the line of the Erie Canal. The entire work amounts to upwards of \$60,000. Mr. H. is also building an iron bridge over the Hoosick River in the town of Petersburg, in this State.

At the recent annual meeting of the Milwaukee and St. Paul Railroad Company, it was unanimously voted to proceed at once with the construction of the Ripon division of the road from Omro to Neenah and Menasha, via Winneconne. It is expected to be completed to Winneconne this fall, and to Neenah during the coming year. B. H. Edgerton, Esq., is Chief Engineer of the company.

The city of Bath, Maine, has been selected as the Western terminus of the Knox and Lincoln Railroad.

**Railroad Earnings.—Weekly.**

The earnings of the Chicago and Alton Railroad for the first week in July, 1867, were ..... \$74,160 00  
Corresponding period previous year.. 76,211 00

Decrease..... \$2,051 00

The earnings of the Chicago and Great Eastern Railway for 1st week in July, were...\$22,094 50  
Same period last year..... 20,419 13

Increase in 1867..... \$1,675 37

The earnings of the Atlantic and Great Western Railroad for the first week in July, 1867, were..... \$85,209 00  
Corresponding week previous year... 96,110 00

Decrease..... \$10,901 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in July, 1867...\$23,603 00  
Corresponding week previous year.... 21,394 00

Increase..... \$2,209 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in July, 1867, were..... \$69,500 00  
Corresponding week of previous year.. 61,710 00

Increase..... \$7,790 00

The earnings of the Michigan Central Railroad for the 1st week in July, 1867, were... \$60,761 00  
Corresponding week of previous year.. 73,659 00

Decrease..... \$12,898 00

The earnings of the Western Union Railroad for the 1st week in July, 1867. .... \$13,121 00  
Corresponding week previous year.... 20,874 00

Decrease..... \$7,753 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 11th, 1867, were ..... \$35,057 00  
Corresponding week of 1866..... 31,143 00

Increase..... \$3,914 00

The earnings of the Chicago and Northwestern Railroad for 2d week in July, 1867 ...\$192,191 00  
Corresponding week previous year .. 191,859 00

Increase..... \$332 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in July, 1867, were..... \$65,929 00  
Corresponding week of 1866 ..... 85,474 00

Decrease..... \$19,545 00

**Journal of Railroad Law.**

**COMPANY NOT LIABLE FOR INJURIES CAUSED BY THE ACT OF AN UNKNOWN PERSON IN OBSTRUCTING THE TRACK.**

The facts in the case of Deye vs. N. Y. Central Railroad were these: A train was running at a high rate of speed on a descending grade, but over a section of the road straight for several miles, the road well constructed and in good order, with engine and cars also in good condition, when at a point a few miles west of Syracuse, and at about midnight the train ran off the track, and the car in which the plaintiff was riding as a passenger was turned over and he was seriously injured. Two other trains had passed over the same point within two hours previous to the accident, one of them about thirty minutes before, when the track and rails where all in order. But, in the short intervening time, some evil and malicious person had drawn out spikes and pushed some of the rails from their bed, and

by this means the engine and part of the cars were turned off the track. There were three passenger and a baggage car in the train. They stopped immediately, according to the testimony of the plaintiff, who is himself a railroad engineer.

He was riding in the middle car, which was turned over on its side, but the car next in rear was entirely off the track. The witnesses were in conflict as to the speed of the train at the time of the accident—the engineer who was in charge swearing that he was positive he was not going much, if any, over thirty miles an hour; while, on the part of the plaintiff, evidence was tending to show that the rate was as high as fifty miles per hour.

CAMPBELL, J.—The facts that the cars were stopped so soon, almost immediately; that the couplings were not broken, that, with a small train of only four cars, the last car was not thrown entirely from the track, would tend to show that there was not at the time a high rate of speed. But as the plaintiff was non-suited, we must, perhaps take his evidence, and concede that the cars were running at a rate, say fifty miles an hour. The train, it was said, was a few minutes behind time; the road was in good order, the grade a little descending, and the line in front straight for several miles. A rate of fifty miles an hour is not common, but by no means unusual or extraordinary, on well constructed roads. There was a possibility of accident, as there is a possibility attending the movement of every train, whether the rate be twenty or fifty miles an hour. But there was no probability that such accident, or any accident would occur. As the train was turned from the track, by the ends of the rails moved from their bed, and ran down a bank, no Court or jury would be warranted in saying that the accident would not have occurred had the train been running at the rate of twenty instead of fifty miles an hour. I do not see under the circumstances, how negligence could be imputed to the defendant in consequence of the speed of the train, whether or not the accident would have otherwise occurred would be a matter of vague speculation. But was the defendant warned? would a very careful and prudent person have been led to fear and take precautions other than the defendant did, to guard against anticipated danger.

Wibert, who was assistant track master, and who had charge of a division of the road, of about twenty-nine miles in length, was examined in behalf of the plaintiff. On his division the accident took place. He testified that Miller, the track master, on the whole line from Syracuse to Rochester, had told him to be on his guard; but he could not tell whether it was before or after the accident, but he thought it was before. Two or three days before the accident Wibert also had a controversy with his laborers on the road, and he ordered them out of doors, one of them he took by the collar and shoved out, and they said they would have satisfaction. But against what Miller advised Wibert to be on his guard, and what kind of satisfaction the laborers intended to take, does not appear.

Whether he was to be on his guard to prevent injury to the road, or to protect himself against personal injury, we are not informed. The plaintiff on his own behalf, swore that Harrison, the engineer on the train the night of the accident,

told him afterwards that threats had been thrown out against the road six weeks previous to such accident. This was positively denied by Harrison. It also appeared that some six weeks before the accident, a tie or ties had been put on the track, and Wibert, also that Chittenden the assistant superintendent, or Miller, the track master, which, he did not know, had told him there had been shortly before the accident, some obstructions placed upon the road not far from where the Oswego road came in, and not far from where the accident occurred. The information probable came from Miller, who had previously been examined as a witness, and who testified that he had heard that ties had been thrown on the track. Chittenden, the superintendent, testified that when danger was suspected from evil-disposed persons, watches were placed, that he was in daily consultation with the principal trackmaster; that he had heard nothing to put him on his guard, and had no reason to suspect anybody; that afterwards, and in consequence of the accident, he appointed special policemen to watch the road in that vicinity. It must be conceded, I think, that there was a question of fact growing out of conflicting testimony, as to the knowledge possessed by some of the subordinate officers of threats made against the road. But the evidence, to say the least of it, on this point was very unsatisfactory; and it is very evident that no such information had come to the person whose duty it was to take the necessary precautions and to appoint the special police watch, namely, Mr. Chittenden, the assistant superintendent, having in immediate charge this section of the defendants road. But conceding that, so far as the question affects the case of negligence, the superintendent was bound to know all his subordinates knew, or in other words, that their neglect was his neglect, and his neglect that of the defendants. What was required to be done under the circumstances? Wibert to whom the threats were made by the laborers, had under his immediate charge twenty-nine miles of the road. Under the circumstances of this case, suppose that a watch had been placed at the point where this accident occurred, and no accident had occurred there, but one had occurred of the same character at or near Wibert's place of residence, and near where the controversy arose between him and the laborers, it might then have well been argued that there was neglect. If the plaintiff is right in his theory of the liability of the defendant. But it may be seen, that, if not physically impossible, it was practically so to guard against such an accident as occurred in this case. The threats were vague, no place of attack was mentioned. It was not indicated what kind of injury would be done; whether bridges would be destroyed, burned or blown up, whether obstructions would be placed on the rails, or rails removed. In this case the place selected was an embankment, where bushes were growing thick alongside the road, a place of ready concealment. The night was dark, and rain was falling. If obstructions were to be placed on the road, it might be the work of a moment, on the very instant almost that the train reached the spot. If rails were to be removed, the spikes could be drawn from time to time and preparation made so that in a few minutes, perhaps seconds, the rails could be removed as the train approached. It cannot



be said that it would be impossible to guard in such cases against the motives and crimes of wicked men; but unless the very point where the injury was contemplated was known in advance, it would require for entire protection a very large number of recruits from the recent grand armies of the Union. On the whole case, I do not think there is good ground or any ground, for saying that this plaintiff suffered injury by reason of negligence of the defendant. I think the nonsuit was properly granted, and the judgment should be affirmed.

#### Liability of Telegraph Companies.

An important decision relating to Telegraph Companies has just been rendered in the Supreme Court of Michigan, in the case of the Western Union Telegraph Company *vs.* Carew, an appeal from the Wayne County Circuit Court. Carew telegraphed to Baltimore for forty cases of oysters. In the transmission an error occurred whereby he received four cases instead of forty. The message was written on one of the telegraph blanks, with the usual printed heading containing the conditions on which messages are taken for transmission. The Circuit Court held that the telegraph company were liable for the damage suffered by Carew, treating the company as common carriers, and Carew as not bound by the conditions, unless his attention was particularly called to them. The Supreme Court reverses this decision, holding that the telegraph company are not common carriers, and that they have a right to establish any reasonable rules governing their liability in the impartial transmission of messages by them; that where, by the heading of a message, plainly printed in conspicuous letters, it is stated to be sent on the annexed conditions, the sender, by signing the message, adopts the conditions, and is bound by them, whether he reads them or not. It is his own negligence if he fails to notice them.

#### Virginia and Ohio Railroad.

A convention to devise means for the construction of the Chesapeake and Ohio Railroad to the Ohio river, met at White Sulphur Springs, Va., on the 10th inst., and continued in session two days. Ohio, Kentucky, nine counties of Virginia and eleven counties of West Virginia were represented by 200 delegates. Gov. Pierpont presided. Several capitalists were present from New York and Philadelphia. The following resolutions were adopted:

*Resolved*, That this convention earnestly recommends that at least five millions of dollars be raised by a subscription of stock to enable the Virginia Central Railroad Company to fulfill the contract entered into conditionally with the commissioners of Virginia and West Virginia on the 24th of May, 1867. That at least two million five hundred thousand dollars be raised in Virginia, and two million five hundred thousand dollars in West Virginia.

*Resolved*, That the Legislature of Virginia and West Virginia be petitioned by the Chesapeake and Ohio Railroad Company (in view of the influence its work will exert favorably to the increase of the revenue of the States) to pass acts exempting from taxation the entire property of the Chesapeake and Ohio Railroad Company and such lands as it may acquire in payment for subscription of stock during the period of ten years after the completion of the road to the Ohio river.

*Resolved*, That it be recommended to each county to pledge itself to settle all claims for land-damages in the construction of the road within the boundary of such county.

*Resolved*, That it be recommended to the counties of West Virginia to subscribe for not less than the following amounts of 8 per cent. preferred stock of the Chesapeake and Ohio Railroad Company, (if required by the counties,) convertible into preferred stock, the bonds to be received by the company at a discount of not more than ten per cent.: Mason county, \$500,000; Putnam, \$250,000; Jackson, \$100,000; Roane, \$50,000; Clay, \$50,000; Kanawha, \$500,000; Fayette, \$115,000; Monroe, \$200,000; Greenbrier, \$250,000; Mercer, \$50,000; Raleigh, \$50,000; Wyoming, \$25,000; Logan, \$25,000; Wayne, \$50,000; Cabell, \$100,000; Lincoln, \$25,000; Boone, \$50,000; Nicholas, \$50,000; Webster, \$10,000; Pocahontas, \$50,000.

*Resolved*, That it be recommended to Virginia to make her subscriptions in the same manner and upon the terms provided for in the resolution relating to subscriptions by counties in West Virginia.

#### Interest and Dividends.

The Delaware and Hudson Canal Company have declared a half yearly dividend of 8 per cent., free of tax, payable August 1.

The Second and Third street Passenger Railway Company have declared a dividend of five per cent., payable, free of tax, July 19.

The Girard College Passenger Railway Company, a dividend of \$1 per share, payable on demand, clear of tax.

The West Philadelphia Passenger Railway Company, a semi-annual dividend of 5 per cent., free of tax, payable on the 19th instant.

The Baltimore City Passenger Railway Co., a dividend of three per cent., free of U. S. tax, payable August 1.

The Winnisimmet Horse Railroad Company have declared a semi-annual dividend of 2 per cent., payable 15th July.

#### Pittsburg, Ft. Wayne & Chicago Railway.

The earnings of this road for the month of June, 1867, were \$506,585 88; against \$633,666 52 for the corresponding month of the previous year—showing a decrease of \$127,080 64. The earnings and expenses from January 1, to June 30, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings .....	\$3,619,114 89	\$3,398,307 98
Expenses .....	2,657,220 84	2,467,382 50

Net earnings .....

This shows a decrease in gross earnings of \$220,806 91; in expenses of \$189,837 84; and in net earnings of \$30,969 07.

At a meeting of the Board of Directors of the Pennsylvania Canal Company, held on the 2d inst., General Isaac J. Wister was unanimously elected President. General Wister was also elected on the same day President of the West Branch and Susquehanna Canal Company, and as he was already President of the Union Canal Company, it will be seen that these several canal lines will be controlled by the same general policy.

The directors of the Utica, Chenango and Susquehanna Valley Railroad Company have awarded the contract for building the road from Waterville to Sherburne, to John A. Folts & Son, of Herkimer, and Hon. George Graham, of Oriskany. It is understood that the road is to be ready for the cars as far as Hubbardsville (ten miles from Waterville,) by the first day of January next, and to Sherburne by one year from next September.

#### Monongahela Valley Railroad.

A meeting of the friends of this road, in favor of the route from Pittsburg to Monongahela City via the Saw Mill Run, was held in Pittsburgh on the 10th inst. Pittsburg, Birmingham, Lower St. Clair, Baldwin and Snowden townships, also Washington Co., were fully represented. Dr. Van Voorhees, chairman of the corporators, was present, and addressed the meeting at some length. He referred to the interest manifested among persons residing along the proposed route in the enterprise, and said the only thing necessary to bring the road to a successful completion, was a united effort. He had been over the route, and was much encouraged with the prospects.

On motion, a committee of ten was appointed, with Dr. Oldshue of Pittsburg, as chairman, to solicit subscriptions, conditioned on the road being constructed on the shortest route; and with power to employ a corps of competent engineers to make a survey of the route from Pittsburg to Monongahela City, via Saw Mill Run, as they may select.

#### The Hoosac Tunnel.

The progress on all parts of the Hoosac Tunnel was good during the month of June. At the east end, by machine drills, 102 feet of head, 17 feet wide by 8 feet high, was excavated in 23 working days in very hard rock. This amount is eleven feet more than ever before made any full month of 27 working days, and more than 40 feet above the average for the past year, and done, too, at a great reduction in amount of labor and cost of material. The returns from the work for July up to this date, show a still greater progress, and had the work continued in the hands of the state a few months longer under the present administration of its affairs, it is believed that the progress would have largely advanced from its present limit, while the expenses would have decreased still more. Messrs. Dull & Gowan, well known as the successful Chicago tunnel contractors, are soon expected to have the east end, and central shaft, by contract, and as the dollars all lay behind cubic yards of rock removed from the tunnel, we shall probably see this great enterprise moving rapidly on to completion.—*North Adams Transcript.*

A meeting of the directors of the Wilmington and Birdsboro' Railroad Co. was held at Coatesville, Chester Co., Pa., on the 10th inst. With the exception of that portion in Wilmington, and its immediate vicinity, the greater part of the road has been definitely located. No contracts for construction will be made until the whole road is located. The next meeting will be held on the 7th of August. J. Dutton Steel, Esq., is Chief Engineer.

The consolidation of the Indianapolis and Columbus, the Union and Logansport, and the Logansport, Peoria and Burlington Railroads is announced. The roads so consolidated are to be known as the Columbus and Indianapolis Central railway. They contain three hundred and sixty-three miles of road, and under the new arrangement, will afford unbroken communication from Columbus to Indianapolis, and from Columbus to the Iowa line.

Work upon the Tomah and St. Croix Railroad has been commenced, and the contractors have advertised for 500 men immediately, intending to push on the work as rapidly as possible. They say they will have the cars running to Black River Falls within a year.

**St. Petersburg and Moscow Railway.**

A cable telegram, dated London, July 15th, says the Russian Government has sold the St. Petersburg and Moscow Railway to Messrs. Baring Brothers and Hottinguer. In anticipation of this sale, the London *Mining Journal*, of June 15th said:

It is the intention of the Russian Government to sell the St. Petersburg and Moscow Railway. The capital expended upon the line, including the amount paid for rolling stock, is about £12,000,000, but the return realized upon this outlay has been at the rate of nearly 8 per cent. per annum; and as the traffic is expected to increase upon the completion of other lines now in progress, it is believed that the sale of the undertaking will produce £16,000,000 to the Russian treasury. During the last six years the assistance afforded by the Russian Government to the construction of railways in the territories under its control has been about £18,000,000.

**Iowa Railroads.**

The city of Burlington, Iowa, is alive to railroad enterprises. It is thought the Burlington and Cedar Rapids Railroad will be finished by fall. Men are at work from Burlington to Carthage, and expect to have the line open by the close of navigation.

Another enterprise is on foot, to connect Burlington with Macomb, Illinois, by rail, and thence, via Rushville, Beardstown and Whitehall, Illinois, to St. Louis.

The road from Nebraska City, on the Missouri River, to Farmington, on the Des Moines River, in Iowa, and thence to Fort Madison and Burlington, to cross the Burlington bridge, to be completed by the end of the year, is also moving silently onward.

These projected roads, together with the B. & M., completed 150 miles westward, and the Chicago, Burlington and Quincy, and the Burlington and Quincy, and the Burlington, Peoria, Logansport, Fort Wayne and Toledo road, will make Burlington a considerable railroad centre.—*Burlington Hawkeye*.

The track of the Troy and Greenfield Railroad will be laid to Shelburne Falls in two months and to Charlemont village by the first of the year, but the road will not be opened for business to the Falls until the middle of November. A small freight engine for gravel and work trains crossed Green river bridge for the first time on Monday. In a few days it will be run regularly over six miles of road extending from Greenfield.

The Bath *Times* says that T. Haskins De Puy, the engineer selected to make an examination and estimates for a railroad bridge across the river at that place, has completed the work and has reported that a bridge, with stone piers and wooden superstructure, can be completed for \$275,000.

Efforts are being made to effect the consolidation of the Warren and Franklin Railroad with the Philadelphia and Erie Railroad. The stock of the former company, at par value, is \$1,300,000; the company has also bonds outstanding to the amount of \$1,400,000.

S. H. Scranton, of Madison, has been re-elected President and Superintendent of the Shore Line Railroad; S. B. Chittenden, of New York, Vice-President; and Wm. J. Bartlett, of New York, Secretary and Treasurer. The earnings last year were \$10,000 in advance of any previous year; the receipts being \$294,678, and the expenditures \$234,814.

**Rutland and Burlington Railroad.**

The Boston *Journal* says that the new corporation established in Vermont to operate the Rutland and Burlington Railroad was organized at Rutland on the 9th inst. John B. Page, E. A. Birchard, Peter Butler, George M. Barnard, George B. Chase, James H. Williams, and John Howe were elected Directors. John B. Page was subsequently elected President, and Joel M. Haven, Treasurer. An arrangement has been made with some of the largest holders of the first mortgage bonds, by which all the holders of such bonds are entitled to preferred stock for the principal and interest of their debts. The preferred stock is to pay 7 per cent., free of the Government tax, from August, 1867, and the interest of the preferred dividends must be paid in full before the common stock can receive any dividends. If this arrangement shall be carried out, the preferred stockholders will control the corporation.

**Missouri State Debt.**

Missouri has resumed payment of the interest on her debt. A return to solvency will, we hope, give new strength to all Missouri enterprises, new impetus to capital, and hasten recuperation in every department of business. We are glad to know, therefore, that through the indefatigable exertions of Gen. Gray and Gov. Fletcher, and with the important aid of Secretary Stanton, another large instalment of the claim against the General Government has been passed and will soon be paid. It amounts, we believe, to \$1,600,000, which, with the \$800,000 already paid, covers more than one-third of the whole claim, and that portion of it about which dispute and difficulty were most anticipated.—*St. Louis Democrat*, June 29.

A meeting of those friendly to the Dutchess and Columbia, and Boston, Hartford and Erie Railroads was held at Fishkill on the 9th inst., and all but \$50,000 of the Dutchess and Columbia Railroad stock was announced as having been subscribed.

The wheat crop of California for 1866, it is ascertained, amounted to twelve millions of bushels. Two hundred and fifty thousand tons of wheat have been exported during the past harvest year, valued at \$9,600,000.

The survey of the Williamsburg and North Adams Railroad has been begun by a corps of engineer at both ends, and will be pushed rapidly forward.

The sum of \$132,000 has been subscribed in Buffalo towards the construction of the Buffalo and Washington Railroad. But \$68,000 more is required.

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This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter, increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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The Springs to be manufactured of the same material, weights and compound as now sold by both parties.

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### AT A MEETING OF THE BOARD OF DIRECTORS

of this Company, held this day, it was

Resolved, That a DIVIDEND OF FIVE PER CENT.

in cash, free of Government tax, be paid on the 1st of

August next to the holders of the full paid shares registered

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be closed on the said 20th day of July, and opened on the

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This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well sprung and braced all around. Portions every way suited to power. A good and stylish model, all in excellent order.

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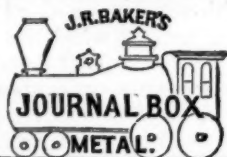
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